

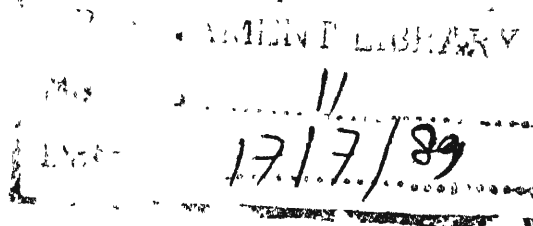
LOK SABHA DEBATES

(English Version)

Thirteenth Session
(Eighth Lok Sabha)



सत्यमेव जयते



(Vol. XLVII contains Nos. 11 to 20)

LOK SABHA SECRETARIAT
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LOK SABHA DEBATES

LOK SABHA

Friday, March 10, 1989 Phalgun 19, 1910
(Saka)

*The Lok Sabha met at Eleven of the
Clock*

[MR SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

[English]

Working of Nationalised Banks

*224 SHRI S B. SIDNAL. Will the Minister of FINANCE be pleased to state.

ψ (a) whether Government have taken measures to overhaul the working of the nationalised banks;

(b) if so, the details thereof, and

(c) the structural of other changes contemplated?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO). (a) to (c) The working of nationalised banks is kept under constant review and steps as appropriate to improve efficiency and productivity are taken by Government/Reserve Bank of India from time to time.

SHRI S.B. SIDNAL. In view of the statement made by the Finance Minister that "it

was felt that technological advances now available in the field needed to be gainfully utilised and an accelerated use of mechanisation and computerisation was required", I would like to know whether any programme has been drawn up by the Government to provide the infrastructure in order to increase the efficiency of the banks so that the fruits of improved efficiency of the bank staff would reach the customer.

SHRI EDUARDO FALEIRO: We have taken several steps for the benefit of the customers and for improving customer service. It is not merely steps to improve on the customer service. We have already taken the steps to make the customer aware of the services available and, therefore, for instance, we have instructed the banks to display in their branches in a prominent manner what are some of the facilities envisaged for the customer. It is not merely doing some things for the customers. It is creating an awareness in the customer of his rights so that he can obtain the facilities from the branch. For instance, if there are outstation cheques up to Rs. 2,500/- and they should be paid immediately across the counter to anybody having an account and for more than 14 days for other outstation cheques, if the collection and payment is delayed, then the banks themselves will pay the savings rate interest on the account of the customer and so on. Several steps have been taken. But then I say that it is a continuous process, as I said in the written reply. As and when we get feed-back of the things which must be done, we pass it on to the banks. Before concluding, I must also point out that management of the banks is with the Reserve Bank of India. This has been the tradition which Parliament has endorsed that the Reserve Bank must be entrusted with the management of the banks and with the

monitoring on the progress, difficulties and problems in the working of the banks and that they should be autonomous and that the Government should not interfere with the day to day management. This has been the position which has been endorsed by this Parliament. That is the position which we also endorse and follow.

SHRIS. B. SIDNAL: Sir, of late, the non-official, Directions have not been appointed. Inefficiency is said to be on the increase. Litigations have also been on the increase and the recovery is also on the decrease. Corruption is also said to be on the increase. In this background, has the Government thought of setting up a Committee to settle the matters? Our hon. Finance Minister Shri S.B. Chavan has also made a statement complimenting the SBI that it has avoided some litigations by entering into a compromise formula. If it is so, whether the other banks have followed this formula of entering into a compromise with the litigants to reduce the litigation and save the expense of court fee and advocate fee. In this way, has the Government thought of restructuring banking efficiency? I would like to know the details in this regard.

SHRI EDUARDO FALEIRO: Sir, we are actually concerned with this question of recovery. After all, the banks are commercial institutions. We give money and we must get it back with interest. So, the question of recovery is definitely a question which is paramount in our mind. It is not the recovery merely of the small borrowers. It is often insisted that the small borrowers are not paying back. In fact, we are not getting recoveries from the big borrowers in many many cases. That is a matter of concern. In the context of what the hon. Member has suggested, we will take that suggestion of changes or improvement in the legislation to make recoveries more effective, particularly recoveries from large borrowers.

SHRI S. B. SIDNAL: What about the litigations ? (Interruptions)

SHRI P.R. KUMARAMANGALAM: I

would like to know from the hon. Minister whether there is any objective method of selection, especially that of Chairmen and Managing Directors of the Banks. Actually, what has been happening for a long time is that this is done within the banking family. No outsider ever comes to know of it. Selection is done on the basis of certain internal reports which at the top level, I understand, can be neatly manipulated. This being the situation, is the Government considering setting up of an independent body like the Public Enterprises Selection Board or some other Board for selection of Chairmen and Managing Directors? We are all aware about many Executive Directors in fact, one has been pulled up by the Central Bureau of Investigation in a case and similarly, we are aware that many of them are not yet got caught. Really speaking, to clean up the banks and make the public sector institutions functional, it would be necessary to have both talent and professionalism as well as honesty and integrity. I think, that would not be possible unless an Independent Body is created for selection. Is the Government consider on this line?

SHRI EDUARDO FALEIRO: We find the present system as objective as is humanely possibly. Therefore, the question of considering setting up of an independent body, as the hon. Member has suggested, does not arise.

SHRI M. RAGHUMA REDDY: I would like to know from the hon. Minister whether there are any guidelines fixed for the productivity and officer-clerk ratio for all the banks uniformly. What are the guidelines issued in that regard? I would like to know whether there is a proposal before the Government regarding the Service Area Approach Programme. If that is so, I would like to know as to what programme they are contemplating, whether they are going to implement that. Are the Government-oriented schemes such as the Modified Area Development Programme, the DRDA and other programmes implemented by these banks? What is the condition? In my constituency of Nalgonda, many banks are not giving these

loans whereby the entire Government subsidy amount which has been released is going waste. What action the Minister is proposing to take on this issue?

SHRI EDUARDO FALEIRO: First, I take the first part of the question. Productivity in terms of average business per employee in the banking industry has increased from Rs. 17.06 lakhs at the end of December 1985 to Rs 21.72 lakhs at the end of December 1987.

Regarding the implementation of Service Area Approach, the concept visualises that every Branch in the rural and semi-urban areas will be in-charge of a cluster of villages. And the branch will prepare a credit plan for these cluster of villages or the command area of the branch and this credit plan will be implemented very soon on an annual basis.

SHRI M. RAGHUMA REDDY: When are you going to do it?

SHRI EDUARDO FALEIRO : From the First of April, that is, from the new financial year.

Seizure of Gold

*225. SHRI KRISHNA SINGH : Will the Minister of FINANCE be pleased to state:

(a) the total quantity of gold seized by Revenue Intelligence and Customs authorities during the past three months, indicating details of the seizures; and

(b) the specific steps being taken to prevent smuggling of gold into the country and its trade ?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A. K. PANJA) : (a) and (b). A statement is given below:-

STATEMENT

- (a) Total quantity of gold seized by the Directorate of Revenue Intelligence, Customs authorities and other enforcement agencies throughout the country during the past three months is given below.

<i>Month</i>	<i>Quantity of gold seized (All India including Directorate of Revenue Intelligence (In Kgs.)</i>	<i>Value of gold seized All India including Directorate of Revenue Intelligence (Rs. in crores)</i>	<i>Quantity of gold seized by Directorate of Revenue Intelligence (In Kgs.)</i>	<i>Value of gold seized by Directorate of Revenue Intelligence (Rs. in crores)</i>
1	2	3	4	5
December, 1988	1490	52.98	315	10.40
January, 1989	1075	36.26	50	1.65
February, 1989	1832	61.00	743	24.37
Total	4397	150.24	1108	36.42

- (b) Anti-smuggling drive throughout the country has been intensified. The anti-smuggling machinery particularly in vulnerable areas of seacoast, land borders and the international seaports and airports remains alert to check and combat smuggling of contraband. Sophisticated anti-smuggling equipment such as : X-ray baggage machines, metal detectors are utilised for prevention and detection of gold concealed on person of passengers and their baggage/in-cargo. Close co-ordination is maintained with all the concerned agencies in the prevention and detection of smuggling of contraband.

SHRI KRISHNA SINGH: In reply to a previous question it was indicated by the hon. Minister that about 1327 persons had been arrested during 1988, in connection with smuggling of gold. May I know how many of them were prosecuted and how many of them convicted; whether the smugglers are found to be in the clutches of terrorists in Punjab who force them to procure arms with the booty, if so, what is the Government's reaction in this regard?

SHRI A.K. PANJA: As per the provisional figure, in 1988, 3290 persons were arrested, 2281 persons prosecuted and 749 persons convicted.

So far as Punjab terrorists are concerned, we have not yet got a conclusive evidence of their connection or dealing with narcotic drugs and gold. But we cannot rule out the possibility.

SHRI KRISHNA SINGH: May I know whether the recently contemplated amendment of Gold Control Order and the relevant laws as announced by the Finance Minister during the Budget Speech is likely to curb effectively the gold smuggling activity which is likely to disturb the country's economy enormously? If so, what specific modifica-

tions in the law are contemplated and how is it likely to work in this matter of preventing gold smuggling?

SHRI A.K. PANJA: There were two Committees which went into this matter one was the Dutta Committee and the other was the Rangarajan Committee. After that, the Prime Minister has formed a Group of Ministers to go into the details of recommendations of these Committees and the Group of Ministers will go into this and let us know what is to be done.

SHRI D.P. JADEJA: Mr. Speaker, Sir, from the statement of the hon. Minister, he has mentioned about some vulnerable areas where special steps have been taken. May I know from the hon. Minister whether there are any vulnerable areas where police have been able to catch more gold and contraband goods than the Customs Department? And what does the hon. Minister think, reason for this?

SHRI A.K. PANJA: It is a combined action taken by the Central Economic Intelligence Bureau, the Narcotic Control Board, the DRI, the Police, the Coast Guards and also the CRPF and the BSF. There is no particular area as such. If it is an unguarded area or the open border, then joint action takes place. In some areas, duties are cast on a particular group of personnel. That is why, if smuggling takes place and if it is BSF, BSF intervenes. But we coordinate all that through our Department.

SHRI E. AYYAPU REDDY: It was reported in the press that the Government is considering a proposal to permit bona fide passengers especially ladies to have certain limited quantities of gold for personal use. Is it a fact or not?

SHRI A.K. PANJA: It is a fact. But the Government is not considering that now. As I said there are two Committees the Rangarajan Committee and the Dutta Committee which have made various recommendations. One such recommendation is to carry gold in the form of jewellery and not as

primary gold. A group of ministers has been formed by the Hon. Prime Minister and they are going into the details.

SHRI SRIBALLAV PANIGRAHI: From the answer it seems that the work done in this area of seizure of illegal gold is quite appreciable during the last three months. I would like to know from the Hon. Minister as to how does this figure and quantity compare with the quantity of gold seized in the year 1985-86. To get a comparative picture, how was it when this Government took charge in 1985-86 when everybody know who was the Finance Minister as compared to now?

SHRI A.K. PANJA : The value of the gold seized in 1985-86 in crores is Rs. 51.89 in 1988 upto December, the value of gold seized is Rs. 200 51 crores. The rate of increase is 544.11%

Counter Trade with Bofors

*226. **DR. A.K. PATEL:** Will the Minister of COMMERCE be pleased to state:

(a) the objects kept in view in signing the Memorandum of Understanding on counter trade with Bofors; and

(b) the items being exported through Bofors and which of them are non-traditional?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI P.R. DAS MUNSI) : (a) and (b). A statement is given below.

STATEMENT

- (a) The Memorandum of Understanding between the Government of India and the State Trading Corporation and M/s. Bofors was signed with a view to setting down operational procedures for implementing the Counter-Trade provision in the main Agreement under which Bofors had agreed to purchase commodities from India to the extent

of not less than 50% of the value of the contract.

- (b) A list of items exported under the Counter-Trade with Bofors is given in the annexure below. This includes non-traditional items like chemicals, pharmaceuticals, yarn/drill, terry towels, hand tools, galvanised pipes, Bicycle spares, packet tea, computer components, Dyes/stripped sheet/High carbon ferromanganese, polypropylene bags etc.

List of Items Exported Under the Counter-Trade MOU with Bofors Till 31.12.1989.

1. Chemicals
2. Pharmaceuticals
3. Yarn/Drill
4. Terry Towels
5. Hand tools
6. Galvanised pipes
7. Mango Kernel Oil
8. Guar gum Powder/splits
9. Psyllium husk
10. Niger seed
11. Pressure stoves
12. Bicycle spares
13. Sewing thread
14. Green Cardamom
15. Groundnut extraction
16. Coffee
17. Packet tea

18. Jute goods
19. Computer components
20. High Carbon Ferromanganese
21. Cashew kernels
22. Dyed/Striped sheeting
23. Soyabean meal
24. Cotton sheeting
25. Frozen shrimps
26. Crushed tomatoes
27. Tobacco
28. Mango pulp/Slices
29. Polypropylene bags
30. Black pepper
31. Finished leather
32. Spices
33. Rice.

DR. A.K. PATEL: Is it a fact that the Secretary (Expenditure) told the Joint Parliamentary Committee on Bofors Contract Enquiry that the proposal for counter trade came at a very late stage when negotiations had been completed? Why did this happen?

SHRI P.R. DAS MUNSI: The entire counter trade agreement is made as per Clause 31 of the basic agreement. The agreement was signed on 24th March 1986 and the counter-trade agreement was signed in March 1987. The delay did not take place in the sense that the details of the counter trade planning and operation took time because we had to find some agency which is STC and they had to go into the detailed aspects as to how the counter trade operations will start and the modalities

would be fixed. Therefore the memorandum of understanding which is signed between STC and Bofors took some time. Otherwise the entire phasing out programme was as per schedule.

DR. A.K. PATEL: What increases in quantum have come about in the export to Sweden after this counter trade agreement?

SHRI P.R. DAS MUNSI: If I may inform the Hon. Member, the companies which are engaged as the nominees of Bofors to deal with the counter trade, all of them are not based in Sweden. Though some of them have their base in Sweden, a few of them have their operations in various parts of the world like West Germany and England... (*Interruptions*)... There are various companies nominated by Bofors. As regards the additionality, what we have witnessed is that we first made a negative list of the countries where our things should not be exported at all, where we have traditional base such as marine products in Japan and carpet backing in North America and also the rupee trade areas. This ensured us certain amount of additionality.

In so far as Sweden is concerned, the export figure of Sweden is 0.63 crores and the total counter trade operations with Bofors upto the end of December is 96.... (*Interruptions*)... I should read out the figure and give it to you.

Our total counter trade operations till December is about 661.50 million completed and order booked in hand which will come to operation to meet the target is about 956.20 million. But the actual quantum executed till now is 661.50 million.

SHRI M. RAGHUMA REDDY: Why is he covering himself? Is he feeling cold because of the Bofors gun?

SHRI P.R. DAS MUNSI: Not at all. We are giving the figures. It is you people who feel like that. In trade nothing is secret. We have to tell the truth.

PROF. MADHU DANDAVATE: Mr. Speaker, Sir, when the balance of payment position in the country is very bad—admitted even by the Economic Survey—it is necessary that we should have some counter-trade agreement by which we should be able to augment the export so that whatever we lose by way of imports in terms of foreign exchange we will be able to make up the loss. Therefore, this is a welcome move to having this. But I would like to know from the hon. Minister after this counter-trade provision has been arrived at, what is the total quantum value-wise as well as volume-wise because if you give it only value-wise in view of the adjustment of the currencies we are likely to get a wrong picture. Therefore, will you tell us quantum-wise also and value-wise also what is the total export we have *been able to achieve? Has that export been able to upset in a substantial measure the great expenditure that we had to incur as a result of the imports?*

Lastly taking our past experience into account, I hope, all the State arrangements will be directly done with the companies concerned and there will be no middle man utilised who is likely to create trouble.

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): So far as this question relates to the question that we are discussing, may I say that we had targeted an export on this account of Rs. 95.6 crores which is cumulative for the last three years. Out of this by December 31, 1988 goods worth Rs 66.1 crores had been exported and accounted for. Goods worth Rs 30 crores more had been exported before December 31, 1988 but their papers had not come and, therefore, it had not been accounted for. That has since been reconciled and the total export that has taken place is Rs. 96.15 crores as against the target of, Rs. 96.62 crores. So the target has been fulfilled by the active interest that STC has taken in this regard.

As my colleague explained this would be an additionality. This will not eat into our normal trade with the countries which had

been designated. I have checked up and there is an increase in the trade with all those countries which had been targeted. Therefore, one could assume that there has been additionality.

So far as the volume is concerned, that would be a long list and I do not think that would help the hon. Member. But what would help is that this is taken into account in terms of the present parity between the Swedish kroner and the rupee and not the earlier parity. So, this would reflect the real value now.

Hon. Member knows that there is no such word as 'strait trade'. There is trade in the normal commercial sense and this is the *normal commercial transaction*.

Cauvery Water Dispute

*277. SHRI P. KOLANDAIVELU: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Government of Tamil Nadu has sent a memorandum to Union Government for solving the problem of Cauvery water dispute in February, 1989;

(b) if so, the steps taken in this regard; and

(c) whether Government are considering to form a tribunal for solving the dispute?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI KRISHNA SAHI): (a) No, Sir.

(b) Does not arise

(c) The matter is under consideration.

SHRI P. KOLANDAIVELU: Sir, the answer is always routine and a usual one from the Ministry of Water Resources. This matter has been raised in this House seven times. I have already drawn the attention of the Minister by means of mention under Rule 377 three times and by means of special

submission one time and three times this question has come. What actually the Ministry of Water Resources is doing with regard to solving this problem of inter-State rivers? Actually this is the answer which was given in 1986-87 and now in 1989. It is the same answer.

Sir, the hon. Minister knows about this matter well. Actually, we were pressing upon this matter with the Water Resources Ministry and also with the Prime Minister for a number of years. This matter is pending for the last 20 years, i.e., two decades, since 1977 onwards. My question is regarding this Cauvery water dispute. Already negotiations have taken place between the Central Ministry and also the State Ministries of Karnataka and Tamil Nadu but the matter has not been solved. Even the Janata Government could not solve this. Mr. Barnala also took interest in this and also many other States. I want to know whether any specific time-bound programme is there in order to solve the inter-State water problem. It has been published in the papers, when the DMK Ministry of Tamil Nadu assumed office, that Mr. Karunanidhi announced in the papers that they have sent a Memorandum to the Water Resources Ministry but they say that they have not received any Memorandum actually from the Tamil Nadu Government. Moreover, he has already stated to the Press...*(Interruptions)*... Sir, I want half-an-hour discussion on this.

MR. SPEAKER: I can only say one thing I can give you a certificate on both sides. It is the same consistency, the same question, the same answer and the same long speeches. I want you to put a specific question.

SHRI P. KOLANDAIVELU: Even if I ask a specific question, they are going to reiterate the very same answer.

MR. SPEAKER: That is why I said that I can give you a certificate on both sides—the same question, the same answer.

SHRI P. KOLANDAIVELU: I want to

know whether there is a specific time-bound programme in order to solve the Cauvery water dispute and other disputes by the Central Government.

SHRIMATI KRISHNA SAHI: Efforts are made to solve the inter-State water dispute through negotiations. The adjudication through tribunals is resorted to only when settlement through negotiations is not found possible. We do not have any information from the State Governments but what we have read and learnt from the papers is that the two Chief Ministers of the two State Governments are having many love letters.
(Interruptions)

MR. SPEAKER: I won't allow romanticising the House here.

PROF. MADHU DANDAVATE: You lay the lovers on the Table of the House.

SHRIMATI KRISHNA SAHI: I am prepared to do it. But I have got to do a lot of pulling which I cannot do. The hon. Member has said that many times this matter has come to the Parliament. I agree with him. It has come to Parliament many times and outside Parliament also. I would like to say that our Union Minister of Irrigation and the Chief Ministers of the three States held about 11 meetings during 1970-75 to discuss the various issues. But what can be done? In April 1983 the matter was raised and a meeting of the Chief Ministers was convened by the Union Minister of Irrigation. But sometimes one Chief Minister does not come and sometimes the other Chief Minister does not come. Then, what can we do? We have been trying to negotiate. We can only become a *Panch*. But it all depends upon the two States to resolve the issue. Now, the Chief Ministers are saying that they have welcomed it. We have seen in the papers on 31.1.89 that Mr. Karunanidhi has welcomed the Cauvery plan, and said that water dispute should be settled through discussions. What can we do?

MR. SPEAKER: Now, the question is put to you.

SHRI P. KOLANDAIVELU: It is a perennial problem to the farmers of Tanjore and Trichy. Unless water is available from Cauvery, they cannot grow any crops like paddy in the lands of Trichy and Tanjore. What has been the result of all these steps? You had about eleven meetings, but what is the result? If you are not able to solve the problem, why should you be in power then? Unless you solve the problem, I have to stage a *dharna* before the Ministry of Water Resources. You take it from me. It is a very serious matter; you have to face its repercussions even in the parliamentary elections. This is a farmers' problem; it is a national problem. That has to be solved.

MR. SPEAKER: No threats in the House. Just put the question.

(Interruptions)

SHRI P. KOLANDAIVELU: There must be a time-bound solution. Unless the Ministry comes forward with a time-bound solution of this problem, I would stage a *dharna* before the Ministry. What do you say to this? (Interruptions). It should be referred to the Tribunal at least

[Translation]

SHRIMATI KRISHNA SAHI: Mr. Speaker, Sir, I have stated it earlier and I am saying again that the new Government of Tamil Nadu had taken a decision that this matter should be settled through negotiations. It was stated that this was the political will of the Government. If this is the case then what can we do?

[English]

SHRI VEERENDRA PATIL: I would like to know whether it has come to the notice of the Government of India that the newly elected Chief Minister of Tamil Nadu has changed the stand that the previous Governments had taken with regard to the Cauvery dispute. In fact, he had reiterated this stand during the time of election campaigning and after he assumed the office of chief Minister-

ship, he categorically made a statement that so far as Cauvery dispute is concerned, he is not for referring it to the Tribunal, but he is for a negotiated settlement. Has this fact come to the notice of the Government of India? When two parties and the two State Governments are prepared for a negotiated settlement and there is a change in the stand of the Tamil Nadu Government, can the Government of India come into the picture?

THE MINISTER OF LAW AND JUSTICE AND MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND): I agree with the hon. Member's views. The situation before the Tamil Nadu elections was entirely different. During the time of MGR, negotiations went on a MGR, took up the stand saying that only a Tribunal can solve this problem. After MGR now we have heard and seen from the press the stand taken by the present Chief Minister that this dispute can be solved by discussions and Shri Bommai has welcomed it and praised it....(Interruptions)

SHRI P. KOLANDAIVELU: What has been result so far?

MR. SPEAKER: If you want to interrupt unnecessarily he cannot reply. The situation cannot be helped.

SHRI B. SHANKARANAND: When two parties agree, the interference of the third person is unwelcome.

[English]

Strategy to Boost Exports

*228. SHRI BALASAHEB VIKHE PATIL†:
SHRI MAHENDRA SINGH:

Will the Minister of COMMERCE be pleased to state:

- (a) whether he held recently a meeting of big business export houses of industry;
- (b) if so, the details of the participants at the meeting;

(c) the subjects discussed at the meeting and the outcome thereof:

(d) the suggestions made at the meeting for boosting and to identify the potential for enhancing exports; and

(e) the States particularly Maharashtra and Andhra Pradesh to be benefited in the field of exports?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI P.R. DAS MUNSII): (a) to (e). A statement is given below.

STATEMENT

(a) to (d). Minister of Commerce held a meeting on 11.2.1989 with representatives of 43 large Industrial Houses. The need to increase exports of large industrial houses along with their problems and potential was discussed at the meeting. The industry was advised to plan ahead and structure its strategy in terms of the changing global economic climate. It was also asked not to think merely in terms of seeking facilities from the Government but to make sustained efforts to increase their exports on their own. Some of the suggestions made by the industrialists at the meeting are as follows:-

- (i) to set up a High powered Working Group including representatives from trade and industry to draw up 5-10 year long term perspective plan for exports;
- (ii) to motivate and not to obligate the industry to increase their exports;
- (iii) to remove restrictions imposed under MRTP/FERA regulations and capacity

expansion and diversification with regard to export production;

- (iv) to liberalise procedures for joint ventures with various countries;
- (v) to evolve mechanism to neutralise the high freight costs for making Indian products competitive;
- (vi) to avoid unnecessary imports under OGL;
- (vii) to make available the benefits of deemed exports even to the units outside EPZ;
- (viii) not to restrict the benefit of CCS only to 25% of value addition;
- (ix) the scope of IPRS which is limited to steel for engineering sector should be extended to cover other raw materials for export purposes;
- (x) to strengthen the machinery for interministerial cooperation and coordination;
- (xi) to streamline the procedures and fix time limits for disposing of various applications;
- (xii) to set up for each product group Empowered Committees;
- (xiii) to disburse CCS and other incentives through commercial banks etc.
- (e) The various policies and measures for boosting exports are applicable uniformly to all the States. As such the benefits of such policies are also available

to the States of Maharashtra and Andhra Pradesh. The Government is hoping that the State Governments will take more interest & Play an active role in promoting country's exports.

[*Translation*]

SHRI BALASAHEB VIKHE PATIL : Mr. Speaker, Sir, it is evident from the statement of the hon. Minister that a meeting was held on the 11th of February. Did such a meeting ever take place during the past three years? We are being told that the balance of trade has not been affected. In the minutes of the report, it has been written that:

[*English*]

"to motivate and not to obligate the industry to increase their exports"

to remove restrictions imposed under MRTF/FERA regulations and capacity expansion and diversification with regard to export production".

[*Translation*]

What is the Government's opinion in this regard? As such Government has provided several concessions for the import of capital goods in order to push up exports. How many big industries and export houses are there which have not fulfilled this obligation? Has the Government thought of taking any action against them? If not, what other means are being evolved by the Government to push up exports and increase foreign exchange earnings?

SHRI P.R. DAS MUNSI : So far as the question of holding meetings during the last three years is concerned, we held meetings with traders and industrialists but this is the first time that we have held a meeting with the large industrial houses on the 11th of February.

We listened to whatever they had to say and we also offered suggestions and ad-

vised them as to what they should do in this matter. As regards exports, we are doing fairly good. Last year our exports increased by 25.3 per cent. The current year's target is 18.95 crores and we expect to exceed this target and reach the figures of 20 crores. So far as licence for import of capital goods is concerned, we issue it in case of capital goods. We constantly monitor the exports so that they do not face any difficulty. If anyone is found to violate MRTF/FERA rules, strong action is taken against him. However, there are no restrictions in case of imports made for import substitution or for self-reliance. It was in view of the substantial quantity of exports from our country that we had called a meeting of large industrial houses. They have an effective marketing and management set-up today. It is only after the fulfilment of domestic requirements that we give permissions for export. We make every effort to ensure that they do not face any difficulties. Besides, it is also under our consideration as to what more facilities can be extended to them by the Ministry of Finance and the Ministry of Industry.

SHRI BALASAHEB VIKHE PATIL : Mr. Speaker, Sir I want to know as to what action is proposed to be taken against those industrial houses whose exports are not up to the desired level to those who fail to met this obligation? Secondly, you have mentioned in your reply that all State Governments will play an active role in promotion of exports. In this connection, I want to know whether Maharashtra Government has asked for any facilities for export of agricultural produce like onion cotton and grapes. The State Government is making considerable efforts in this direction. Are you thinking in terms of taking any steps to boost the export of agricultural commodities in order to enhance foreign exchange earnings and provide incentive and relief to the farmers?

SHRI P.R. DAS MUNSI : So far as the import linked exports are concerned, action is taken against those who do not have satisfactory performance in regard to exports or who violate the MRTF/FERA regulations. The 100 per cent export oriented

units have played a major role in our export drive. The related figures are not available right now. If the hon. Member wants, I can provide them later. So far as Maharashtra Government is concerned...(Interruptions)

[*English*]

SHRI BALASAHEB VIKHE PATIL : You have mentioned that the Government is hoping that the State Governments will take more interest and play an active role in promoting country's exports.

[*Translation*]

SHRI P.R. DAS MUNSI : I am referring to that only. We have written to the State Governments 2 or 3 times and given certain suggestions as well. We have recommended that they should constitute their own export development bodies. It has been constituted in Gujarat and it is doing good work also. We have started organising conferences in the States on the basis of zones. One such conference was held in Orissa. Twice we fixed a date for holding this conference in Maharashtra but it is unfortunate that the State Government has not been able to okay a date so far. It is expected that it will be fixed up sometime in April or May. We shall go there and discuss it with them and see as to what can be done in this matter. As regards the export of agricultural items like onion, mangoes etc., especially from Maharashtra, we are preparing a separate paper on it and we are going to discuss the demands of the Maharashtra Government for Central assistance and the Centre's expectations from them. The Central Government proposes to encourage and promote agricultural exports of Maharashtra.

SHRI MAHENDRA SINGH: The hon. Minister expects the State Government to play a more active role in the matter of export promotion. Many States have Export Corporations and I have definite information about Madhya Pradesh that it has one such corporation. But the business transacted by them is so inadequate that they find it difficult even

to make payment of salaries to the employees, although this corporation was set up 5 or 7 years back. Will the hon. Minister frame a law under which greater involvement of the Export Corporations of the States could be ensured because decentralization is essential? It is on account of centralization that many tasks are not accomplished. There has been a crash in the prices of garlic in Madhya Pradesh recently. Had garlic been exported, the farmers could have been saved. In states like Madhya Pradesh and Bihar, there are large deposits of minerals. By exporting these minerals they can earn foreign exchange. Will the Government formulate any policy to end centralization and encourage decentralization in order to ensure that the State Export Corporation play a more active role in the matter of export promotion? Will the Central Government go on expecting from the states or will it create conducive conditions for them to play an active role also? They have not taken up any steps in this regard so far.

SHRI P.R. DAS MUNSI : So far as exports are concerned, many state Governments had little knowledge about the details of this matter. Our Export policy has been formulated in such a way that the State Governments do not face any difficulty in the matter. The Exports Corporation in the States should take the private industries and private businessmen into confidence and fix priority areas. If there is potential of growing good quality fruits in Maharashtra or Madhya Pradesh, which they want us to export, then all possible support should be provided by the Agriculture Department. For this purpose, land on the basis of fixed selected culture will have to be provided besides extending other infrastructural facilities. The Centre has to ensure that C.C.S. reaches them properly. It has to see whether Central assistance is necessary for the refrigeration of export quality produce. It has to provide container services which it has already provided in Pune. However, the Centre wants to work in cooperation with the Export Corporations of the State Governments and we hope that there will be no hinderance in this process (*Interruptions*)

[English]

SHRI C. MADHAV REDDI: Sir, according to a recent study conducted by the RBI and also by the ICICI, the ratio of exports to sales of the big export houses has been found to be as low as 3.5 per cent. In view of this and also in view of the fact that several concessions have already been extended to them last year including a concession to exempt their export income from the payment of income tax, I would like to know what the attitude of the Government is with regard to 13 concessions which they have further asked. Is the Government going to undertake a sort of assessment of the facilities already extended to the export houses, before giving any further concessions to them?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): Mr. Speaker, at the very beginning, I should like to clarify that we are not giving any special concessions to the large houses. The concessions given to exports apply to all exporters. What we are trying to do is to persuade the large houses to involve themselves more and to play a greater role in our export drive. The hon. Member is quite right when he says that their present performance with regard to exports is dismal. This has been brought to their notice and they have tried to explain that they have geared their production process more to meet the needs of the domestic market and particularly for import substitution. We appreciate that there is an element of validity in their argument. But whatever might have been the position, they have to make very serious efforts not to increase their export performance which on an average, is less than 4 per cent. Since they have the resources, they have the organisation and they have the expertise, there is no reason why they should not participate in a much larger way in the export drive. This is what is being brought to their notice. They have—I must say accepted that they have to play a greater role and they are trying to do it. But we want them to do it quickly. Because of the greater profit on the domestic market as compared to the export market, their tendency is naturally to try and sell on the

domestic market. Here what we are trying to tell them is that unless they participate in the export drive their own imports will at some point of time even if the Government does not want it—be in jeopardy. So, it is in their interest as well as in the interest of the country that they must have a conscious and serious effort to boost their exports.

Appointment of Jute Trading Agents by STC

*229. **SHRI ANIL BASU†:**
SHRI HANNAN MOLLAH:

Will the Minister of COMMERCE be pleased to state:

(a) whether the State Trading Corporation (STC) has appointed agents for marketing Indian Jute goods in the USA;

(b) if so, the details of consultations, if any, held with the representatives of the industry;

(c) the terms and conditions for the arrangements;

(d) whether Government have received any representation from the Indian Jute Mills Association and Calcutta Jute Fabrics Shippers Association in this regard; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI P.R. DAS MUNSI): (a) to (e). A statement is given below.

STATEMENT

(a) to (e). State Trading Corporation of India (STC) has signed a Memorandum of Understanding (MOU) with M/s. Co-operative Business International and M/s. Universal Cooperatives of the USA for promotion of exports of hessian and jute carpet backing cloth in the US. As per the MOU

the goods procured by STC from the Indian manufacturers will be shifted to Universal Cooperatives against Letter of Credit covering 85 per cent value of the goods, which is an advance payment, as the entire deal is on 'consignment' basis. No consultations were held with representatives of the industry.

Representations have been received from Indian Jute Mills Association and Calcutta Jute Fabrics Shippers Association wherein it was apprehended that the arrangement entered into by STC would jeopardise existing established line of trade of jute goods with USA.

However, the arrangement for consignment sales envisaged in the MOU, are in accordance with the rules laid down by the Reserve Bank of India and will help in boosting exports of hessian and jute carpet backing cloth to the United States. Moreover, the arrangement is not an exclusive one and does not interfere with the existing channels of trade.

SHRI ANIL BASU: Mr. Speaker, Sir, over five million jute growers and lakhs of jute workers are facing a serious crisis because the owners of the jute mills have diversified their profits to other industries without caring for the improvement of their own industries or modernising their own industries. Jute Industry of our country is a traditional industry. On the other hand, the Government of India has taken a policy decision by importing PVC granules which is causing serious threat to the jute industry. It is because the jute industries are earning huge foreign exchange for our country. But recently due to the policy of the Government of India because the Government of India are insisting on the import of PVC granules—the foreign exchange earned by these jute industries will be drained off for import-

ing PVC granules. This is the real picture of the jute industries.

I would like to know from the hon. Minister whether any minimum target has been fixed with the US agencies to export jute goods and if so what are the targets for different items i.e. Hessian, Jute carpet backing cloth etc. which are likely to be exported and the commission or remuneration to be paid to US agencies?

SHRI P.R. DAS MUNSI: Sir, regarding the first part of the observation of the hon. Member, I would like to emphatically state that this Government, under the leadership of Prime Minister Shri Rajiv Gandhi took serious steps on the issue of jute workers. Hon. Members may not be aware of this fact. For protecting the jute workers and the jute industry of Bengal, this Government formed a Jute Development Fund, which you tried to oppose. I can cite the names of the mills. For example BURUP etc. These mills were opened with the help of Jute Development Fund created by Prime Minister Shri Rajiv Gandhi to protect jute industries and the workers in India and particularly Bengal. I may inform the hon. Member—he must be aware of this fact—that this Government which introduced 80 per cent mandatory use of jute was opposed by other traders.

We fought and won the case and it is now 80 per cent mandatory use. Not only that. Our Ministry—the Department of Supply—have kept the polymer formula alive till this date by giving extra payment for the Bengal jute industry for buying the Hessian and jute bags at higher price.

SHRI ANIL BASU: Why are you importing PVC granules?

SHRI P.R. DAS MUNSI: I want to say as to what are the protective measures this Government took—though I was not supposed to answer this thing which relate to textiles only. But I am only answering this because you always create a mis-conception or wrong propaganda without telling the truth to the people. That is why I am pointing

out this thing. Otherwise I would not have done it. These are all wrong.

SHRI BASUDEB ACHARIA: When did you took this step?

SHRI P.R. DAS MUNSI : As far as export of jute to USA is concerned, I would like to inform the hon. Member that this an agreement between the STC and the agent. It was taken place just now. It is not on the whole lot basis but on consignment basis. No consignment has yet been fixed. And the commission that STC will charge from the agent, on consignment basis, is the usual rate of commission that STC charges from everybody, against agents abroad.

So far as the actual target is concerned, I want to inform the hon. Member—he wanted to know the target that there is no fixed target e.g. 10,000 or 15,000 tonnes. Consignment basis means that if the agent sends us a message for 5,000 tonnes, we have to organize 5,000 tonnes; if they send us a message for 2,000 tonnes, we have to organize 2,000 tonnes. So, consignment basis depends on the agent, i.e. on how much he requires. There is no fixed limit. They may even ask for one lakh tonnes. That is the position.

SHRI ANIL BASU: In the reply, it has been stated:

"No consultations were held with representatives of the industry."

It has also been stated:

"Representations have been received from Indian Jute Mills Association and Calcutta Jute Fabrics Shippers Association wherein it was apprehended that the arrangement entered into by STC would jeopardise existing established lines of trade of jute goods with USA."

Now, I would like to know from the hon. Minister: what are the reasons put forward by IJMA and the Calcutta Jute Fabrics

Shippers Association apprehending that the present system would get jeopardised; and what are the answer of the Government, in the face of such questions?

SHRI P.R. DAS MUNSI: He is correct—i.e. what the hon. Minister has said. There was an apprehension on the part of IJMA, Calcutta and the Calcutta jute brokers as well as USA's jute importers. They felt that this arrangement between STC and the agent—on a consignment basis—will change from time to time, and it will jeopardize or affect the normal jute export by private traders. It was their apprehension; but the fact remains that it is not so. The private traders, as usual, have been quoting to USA, and they can do so without any hindrance from STC, whenever they like, in the usual manner.

We have clarified the position to IJMA, we have clarified the position to the Minister of Textiles who had asked us to supply the information. We have also informed the jute importers of USA who used to buy jute from India. That is the position.

SHRI HANNAN MOLLAH: Firstly, let me convey my heart-felt condolences, through you Sir, to the hon. Minister on his bereavement, before asking the question (*Interruptions*) His mother has expired. You do not know things about your colleague. I know.

In the reply, they have mentioned about the signing of the agreement. In view of that, I would like to know (a) whether it is a fact that Messrs. Cooperative Business International, in its turn, has entered into an agreement with Harper Crawford Bag Co. of North Caroline, to market barlap (hessian) and whether the Barlap and Jute Association in USA has decided to make an all-out effort to thwart STC's association with these two agencies which are not much known in the jute business in that State; and (b) US Barlap Association threatened to seek the assistance of Bangladesh to curtail sales of jute goods by this Harper Crawford? If so, how shall we face it?

SHRI P.R. DAS MUNSI: As I have stated in the beginning, there was an apprehension in the beginning that **STC** signed the contract with that agent, that the normal jute importers including **Barlap** would remain, that the normal jute export practice would be adversely affected, and that India's exports would also be adversely affected. So, that is why we gathered the information that they, at the initial stage, tried to throttle this practice with **STC** and others, with a view to see that their entire trade aspect is not adversely affected by this agent. After we provided all the clarifications, it is our conviction now, that that stage is over, and that no such problem will start. Even if they need some more clarifications, we are to provide them with clarifications, so that the normal jute export effort is not adversely affected.

SCICI Loans to Fishing Companies

*230. **SHRI D.P. JADEJA :** Will the Minister of **FINANCE** be pleased to state:

(a) the position of all dues from fishing companies under the control of **Shipping Credit and Investment Company of India** giving individual figures of defaulting amounts, loans due, interest overdue etc., as on 31 st December, 1988; and

(b) the financial status of each fishing company, having fishing boats acquired under the **SDFC/SCICI** finance system?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). A statement is given below.

STATEMENT

(a) and (b). The total loans outstanding, as on 31st December, 1988, from deep-sea fishing trawlers company assisted by erst-while **SDFC/Government** stood at Rs 82. 56 crores. 49 of such deep-sea fishing companies which had received assistance from **SDFC/Government** were in default on that date in respect of payments of instalments of principal and of interest to a total extent of Rs. 11.37 crores. Details in respect of loans outstanding defaulted amounts, etc. in respect of such companies are given in the Annexure below.

The **Shipping Credit and Investment Company of India** has reported that as on 31st December, 1988, the loans outstanding from deep-sea fishing trawlers company assisted by it stood at Rs. 7.53 crores, and none of these companies were in default in respect of payments of principal and interest. Because of the confidential nature of the relationship between the borrowers and **SCICI**, it is not possible to furnish further details regarding the companies assisted by **SCICI**.

ANNEXURE

Loan Outstanding Overdue Principal/Interest from the Fishing Companies as on 31st December, 1988 (Loan Paid by Erstwhile SDFC/Government)

Name of the Company	Loan Outstanding (Position as on 31.12.88)	Overdues as on 31.12.88		(Total—Principal & Interest) Overdue on 31.12.88
		(Principal)	(Interest)	
(1)	(2)	(3)	(4)	(5)
(A) Private Sector:				
1. Srinivasa Seafoods Limited	2,96,23,329.28	13,03,800.00	45,09,505.72	58,13,305.72
2. Vani Marines (P) Limited	11,68,475.51	4,00,000.00	93,478.04	4,93,478.04
3. Acqua Food Products (P) Limited	23,91,303.70	17,55,000.00	18,92,164.89	36,47,164.89
4. Marine Fisheries (P) Limited	55,13,521.08	1,95,000.00	1,54,286.29	3,49,286.29
5. Pron Magnate (P) Limited	10,80,303.70	—	—	—
6. Phoenix India Marine (P) Limited	10,46,000.00	3,10,000.00	3,30,146.28	6,40,146.28
7. West Coast Marine (P) Limited	(*) 49,59,120.00	13,73,120.00	22,99,951.43	36,73,071.43

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(1)	(2)	(3)	(4)	(5)
8. Yamuna Seafoods Limited	(*) 2,53,45,669.75	17,07,011.00	29,30,201.52	46,37,412.52
9. Suraj Fisheries (P) Limited	(*) 94,80,693.00	17,24,800.00	11,40,800.10	28,65,600.10
10. Sancheti Food Products Limited	1,23,51,733.00	17,64,534.00	23,96,802.22	41,61,336.22
11. Marshall Seafoods Limited	(*) 1,00,98,465.62	16,83,000.00	28,53,366.17	45,36,446.17
12. Uni Marine (P) Limited	(*) 1,05,14,375.75	17,52,400.00	29,09,627.04	46,62,027.04
13. Satyasai Marines (P) Limited	55,51,167.68	7,90,400.00	11,57,150.52	19,47,550.52
14. Sapphire Fisheries Limited	1,12,42,093.20	—	1,357.83	1,357.83
15. S.B.S. Marine Exports Limited	2,04,48,117.33	7,95,004.82	12,61,766.71	20,56,771.53
16. Coromandal Marines (P) Limited	60,46,511.00	8,09,200.00	13,60,006.17	21,69,206.17
17. Samro Food Processors (P) Limited	1,01,85,750.00	8,09,200.00	13,60,006.17	21,69,206.17
18. Arya Fisheries Limited	87,67,000.00	11,68,933.32	21,97,571.77	33,66,505.09
19. Annai Fisheries (P) Limited	50,46,576.00	6,92,368.00	9,15,144.96	16,07,512.96
20. Columbia Seafoods (P) Limited	1,01,37,186.00	10,40,025.00	19,43,970.15	29,83,995.15

	(1)	(2)	(3)	(4)	(5)
21	Rainbow Seafoods (P) Limited	1,04,29,706.00	6,95,314.00	22,45,394.01	29,40,708.01
22.	Dawn Fisheries (P) Limited	49,01,400.00	—	—	—
23.	Leela Seafoods (P) Limited	61,26,750.00	—	—	—
24.	Mulgada Marine (P) Limited	61,26,750.00	—	—	—
25.	Golden Fisheries Limited	1,47,20,288.00	3,57,159.00	19,58,986.45	23,16,145.45
26.	Tropical Shipping Company Limited	83,57,767.75	—	—	—
27.	Golden Proteins Limited	52,62,300.25	—	3,73,140.37	3,73,140.37
28.	Varuna Marine Products Limited	2,73,86,622.75	5,77,500.00	32,33,311.44	38,10,811.44
29.	Four Season Fisheries Limited	1,17,88,150.00	—	17,90,033.70	17,90,033.70
30.	V.B.C. Exports Limited	2,96,12,110.00	—	36,39,986.86	36,39,986.86
31.	Akama Marines Limited	2,89,12,146.75	—	26,76,617.75	26,76,617.75
32.	Shrimp India Limited	2,88,69,291.70	10,67,940.00	29,42,534.36	40,10,524.36
33.	Coastal Trawlers Limited	3,09,97,957.00	—	16,55,491.84	16,55,491.84

(1)	(2)	(3)	(4)	(5)
34. Usha Seafoods Limited	1,56,80,389.00	—	14,06,563.41	14,06,563.41
35. Sarva Shakthi Fisheries Limited	1,22,03,000.00	—	14,59,077.21	14,59,077.21
36. Matsyika Exports Limited	1,09,67,880.00	—	—	—
37. Babko Seafoods Limited	44,30,580.00	—	—	—
38. Ocean Products India (P) Limited	1,41,03,600.00	—	11,05,017.63	11,05,017.63
39. G.P. Marine Products India (P) Ltd.	90,63,482.80	—	—	—
40. Kanchanganga Seafoods Limited	90,63,482.80	—	—	—
41. Ganga Kaveri Seafoods (P) Limited	53,43,480.00	—	—	—
42. Yeduguri Seafoods Limited	3,03,94,484.00	—	—	—
43. Shabri Fisheries (P) Limited	68,57,652.00	—	1,50,455.86	1,50,455.86
44. Shreyas Seafoods (P) Limited	72,83,594.00	—	—	—
45. Oapricorn Fisheries (P) Limited	61,33,553.00	—	—	—
46. Sarvanan Marine Prouducts (P) Ltd.	41,98,460.00	—	—	—

(1)	(2)	(3)	(4)	(5)
47. Continental Fisheries Limited	22,15,290.00	—	—	—
48. Reliance Seafoods Limited	1,40,98,039.00	—	14,02,707.56	93,02,707.56
49. Fishing Consortium Limited	1,40,98,039.00	—	13,89,931.60	13,89,931.60
50. Jabity Marines (P) Limited	22,15,290.00	—	—	—
51. Tashina Seafoods Limited	1,40,98,039.00	—	13,89,931.60	13,89,931.60
52. Raghu Seafoods (P) Limited	1,20,05,664.00	—	1,53,252.32	1,13,252.32
53. Sagarika Seafoods Limited	69,51,120.00	—	—	—
54. Gemini Seafoods (P) Limited	22,15,290.00	—	—	—
55. Sri Murugan Fisheries (P) Limited	65,90,100.00	—	—	—
56. Venkateswara Fisheries (P) Limited	65,98,100.00	—	11,40,370.26	11,40,370.26
57. Seamen Fisheries (P) Limited	80,73,450.00	5,38,230.00	11,86,468.11	17,24,698.11
58. Holy Island Fisheries (P) Limited	80,73,450.00	5,38,230.00	12,39,968.37	17,78,198.37
59. Seagull Seafoods (P) Limited	1,02,10,018.90	—	9,51,444.23	9,59,444.23

	(1)	(2)	(3)	(4)	(5)
60.	Cholamandal Shipping Company (P) Limited	1,02,10,08.00	—	9,64,989.06	9,64,989.06
61.	Pallaya Seafoods (P) Limited	86,37,480.00	—	11,11,738.20	11,11,738.20
62.	Dana Shipping Limited	2,34,99,450.00	—	22,10,334.05	22,10,334.05
63.	Sri Lakshmi Marine Products Ltd.	1,19,76,000.00	—	—	—
64.	Western Water Craft & Fishing (P) Limited	3,61,374.00	—	15,60,218.54	—
65.	Sennai Fisheries Limited	90,28,800.00	576,000.00	—	21,36,218.54
66.	Kaza Seafoods Limited	1,11,23,365.00	—	—	—
67.	Nekkanti Seafoods Limited	1,31,83,247.30	—	—	—
68.	High Seafoods Limited	84,09,250.00	—	1,68,547.95	1,68,547.95
69.	Permier Trawling (P) Limited	41,98,460.00	—	—	—
70.	Gees Marine Products (P) Limited	41,98,460.00	—	—	—
71.	Swagath Marine Products (P) Limited	41,98,460.00	—	—	—

(1)	(2)	(3)	(4)	(5)
72. Crown Fisheries (P) Limited	26,71,740.00	—	—	—
73. Mahalakshmi Marine Products (P) Ltd.	61,06,860.00	—	—	—
74. Seabay Venture (P) Limited	48,91,120.00	—	—	—
75. Bhavani Marine Traders (P) Limited	27,30,680.00	—	—	—
76. Geetha Marine Product (P) Limited	42,35,976.00	—	—	—
77. Sharmila Fisheries (P) Limited	42,39,780.00	—	—	—
78. Victoria Fisheries (P) Limited	1,83,01,500.00	—	7,26,809.04	7,26,809.04
79. Michael Seafoods (P) Limited	71,34,192.00	—	1,52,040.16	1,52,040.16
80. Fani Fishery Consultancy (P) Ltd.	4,10,428.00	—	—	—
Total (A)	80,68,88,898.95	2,44,24,299.14	7,20,70,125.59	9,64,94,424.73

(B) Public Sector (State Public Sector Undertaking):-

1. Adhra Pradesh Fisheries Corpn. Ltd.	20,13,000.00	12,60,000.00	9,71,810.74	22,31,810.74
2. Tamilnadu Fisheries Dev. Corpn. Ltd.	12,89,763.00	—	—	—

(1)	(2)	(3)	(4)	(5)
3. Kerala Fisheries Corporation Limited	17,17,798.00	1,90,867.00	6,52,539.53	8,43,406.53
4. Gujrat Fisheries Dev. Corpn. Ltd.	1,14,41,400.00	—	—	—
5. Orissa Maritime & Chilka Area Dev. Corporation Limited	22,15,290.00	—	—	—
Total (B)	1,86,77,251.00	14,50,867.00	16,24,350.27	30,75,217.27
Grand Total (A) + (B)	<u>82,55,66,249.95</u>	<u>2,58,75,166.14</u>	<u>7,36,94,475.86</u>	<u>9,95,72,642.00</u>

(*) The following amounts of interest are due (as on 5.10.1987) from these companies on account of interest on stage payments for trawlers imported under Dutch Credit:-

Sl.No.	Name of the Company	Amount of Interests due
1.	West Coast Marines (p) Limited, Kottayam.	Rs. 17,94,,520.60
2.	Marshall Seafoods (P) Limited, Calcutta	Rs. 34,41,656.76
3.	Uni Marine (P) Limited, Calcutta.	Rs. 31,73,835.13
4.	Suraj Fisheries Limited, New Delhi	Rs. 36,07,017.19
5.	Yamuna Seafoods, New Delhi.	Rs. 21,23,994.20
Total		Rs. 1,41,41,023.20

31.12.1988

Total Default as on 31.12.1988:

1.	SDFC/Government Loan	Rs. 9.96 crores
2.	Dutch Aid Loan	Rs. 1.41 crores Rs. 11.37 crores.

SHRI D.P. JADEJA: From the hon. Minister's statement one thing is very clear that the fishing industry in this country especially the deep-sea fishing industry is facing a very serious crisis. They have been requesting for reliefs, they have been requesting for assistance from the banks, but so far nothing has come out. Unfortunately, this vital industry, instead of being assisted, the facilities which were given to them, have also been withdrawn, such as, subsidy that was given for diesel oil. The price of diesel oil in this country is the highest anywhere in the world. You tell the industry to go and get some foreign exchange through their endeavours. Instead of helping them, you are withdrawing those facilities. I know, it may be said that because all fishermen were not being given these facilities, it is not that they are not interested in giving facilities to these smaller fishermen. But in an internal competition more facilities should have been given to this deep fishing industry. What are the steps being taken by the Union Finance Ministry to help this vital industry.

SHRI EDUARDO FALEIRO: It is not correct to say that the crisis of the fishing industry, particularly, deep fishing trawlers is due to lack of facilities being given by the Government. In fact, this is one industry which is heavily subsidised. Just to mention a few of the substantial subsidies that, are given to the deep-sea fishing trawlers, I would like to say that a subsidy of 33 per cent is given to the Shipyard whereby it is a direct reduction in cost for fishing company. The fishing company is required to put up only 5 per cent of the total cost of the vessel in case it is acquired from indigenous sources and just 10 per cent in case it is imported from a foreign Shipyard and so on and so forth. They are heavily subsidised industries and subsidies are there for everybody to see; and particularly they are obviously quite different and quite in contrast with what happens with a smaller fishing vessel in the coastal area. As far as the difficulties that they have faced are concerned, I would like to say that we have received some representations and we have referred them to SCICI

for examination. It has been decided and that is our policy regarding all loans and borrowers that while industry-wise a schedulement is not called for depending on the merit of each case, schedulement can be considered on a case-to-case basis. Accordingly, representations received for the schedulement have been taken up by SCICI for considering on a case-to-case basis because of the slow response from the company concerned; that is due to the company themselves not providing information required for undertaking financial appraisal. The proposal in the disposal of these petitions has been taking a considerable time. In two cases, however, the proposal to re-schedule the term loan has been agreed upon by the Empowered Committee subject to the promoter of the company bringing in additional equity.

SHRI D.P. JADEJA: The facilities what the hon. Minister has just mentioned are the facilities which have been given to this industry for the past 20 years and we know what has been the progress of this industry in the last 20 years. What I was saying is that here is an industry which has to compete with the world shipping companies, extra benefits should have been given to them. Is it the intention of the Government that this industry becomes sick and then it is revived by giving them better facilities? I only wanted to know about the withdrawal of the subsidy on diesel oil. The loan facility that has been given and the interest that you have been asking for on deep sea fishing, are you considering these two things?

SHRI EDUARDO FALEIRO : It is not correct to say that the deep sea fishing industry as whole is facing a crisis. If there are individual cases, one of the substantial reasons would be lack of proper management. The hon. member may, with his experience, advise them accordingly.

SHRI S. JAIPAL REDDY : May I know whether it is not a fact that the substantial subsidy which he referred to is no longer being made available; it is a thing of the past. Is he aware of the fact that these subsidies

have since been withdrawn? will the Minister take steps to see that these subsidies are revived so as to help the industry?

SHRI EDUARDO FALEIRO : The question of this subsidy is not with the Ministry of Finance; they are not given by the Ministry of Finance; they are given by other Ministries particularly, the Ministry of Food Processing and others.

MR. SPEAKER: The Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

[English]

Deposits In Nationalised Banks

*231. SHRI M. RAGHUMA REDDY:
SHRI DHARAM PAL SINGH
MALIK:

Will the Minister of FINANCE be pleased to state:

(a) whether the deposits in the nationalised banks have been constantly decreasing for the last four years;

(b) if so, the reasons therefor;

(c) the annual deposits in each bank during the above period, year-wise;

(d) whether any further steps are being taken by Government to attract people to deposit money in banks; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) to (e). There has been a steady increase in the aggregate

deposits of nationalised banks during the last four years and the figures are as follows:

<u>Amount in Rs. crores</u>	
December, 1985	52366.91
December, 1986	63666.71
December, 1987	74135.81
December, 1988	88693.57

The annual aggregate deposits bank-wise are given in the statement below.

Mobilisation of deposits in an important activity of the banks and strive for these through their service/banking facilities.

STATEMENT

Aggregate Deposits other than from Banks as on last Friday of December 1985, 1986, 1987 and 1988

(Amounts in Rs. crores)

<i>Name of the Bank</i>	<i>27.12.85</i>	<i>26.12.86</i>	<i>25.12.87</i>	<i>30.12.88</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>
1. State Bank of India	19775.96	22700.27	25610.16	30023.40
2. State Bank of Bikaner & Jaipur	875.95	985.65	1771.26	1417.93
3. State Bank of Hyderabad	896.76	1094.31	1231.76	1470.46
4. State Bank of Indore	398.01	491.55	642.85	815.29
5. State Bank of Mysore	655.01	735.22	873.62	1039.30
6. State Bank of Patiala	994.80	1189.51	1372.36	1665.31
7. State Bank of Saurashtra	432.66	503.66	596.46	668.98
8. State Bank of Travancore	935.27	1114.47	1287.06	1412.18
Total	24964.42	28814.64	32785.53	38512.85

(1)	(2)	(3)	(4)	(5)
9. Allahabad Bank	1763.13	2187.05	3061.42	3826.59
10. Andhra Bank	1458.64	1795.74	1995.35	2384.43
11. Bank of Baroda	4316.31	5314.34	5931.31	7382.06
12. Bank of India	4937.16	6044.08	7136.73	8413.27
13. Bank of Maharashtra	1524.89	1757.12	2066.39	2413.48
14. Canara Bank	5172.83	6286.88	7230.49	8171.00
15. Central Bank of India	5495.25	6703.99	7700.01	9111.01
16. Corporation Bank	683.64	908.93	1017.88	1215.24
17. Dena Bank	1438.51	1589.67	1847.22	2183.00
18. Indian Bank	2314.47	2943.49	3388.74	4225.28
19. Indian Overseas Bank	2516.93	3138.98	3483.41	4201.56
20. New Bank of India	977.17	1154.17	1366.49	1750.15
21. Oriental Bank of Commerce	935.74	1160.24	1435.36	1887.98

(1)	(2)	(3)	(4)	(5)
22. Punjab National Bank	5610.34	7053.58	8377.62	10209.70
23. Punjab & Sind Bank	1176.10	1382.60	1583.59	1902.55
24. Syndicate Bank	3040.40	3556.34	3922.81	4496.56
25. Union Bank of India	3020.33	3603.67	4181.42	4653.69
26. Union Bank of India	2366.83	2664.08	3075.06	3628.45
27. UCO Bank	2622.81	3128.97	3845.64	4736.72
278. Vijaya Bank	995.43	1292.79	1508.87	1900.85
Total	52366.91	63666.71	74135.81	89693.57

Figures Provisional

Fund for Irrigation Projects of Orissa

*232. SHRI SRIBALLAV PANIGARHI: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the funds allocated in the Seventh Five Year Plan have been adequate for execution of Upper Kolab, Rengali and Subernarekha irrigation projects of Orissa;

(b) if so, whether the work proceeded as per schedule; and

(c) if not, the steps taken to allocate additional funds so as to enable these projects to complete during the remaining period of Seventh Plan?

THE MINISTER OF LAW AND JUSTICE AND MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND): (a) to (c). These projects were not contemplated to be completed in the Seventh plan. Likely expenditure on these projects is more than the approved outlay in the Seventh plan.

Raising the Minimum Age for Marriage

*233. SHRI V. KRISHNA RAO: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether there is a movement all over the world for raising the age of marriage;

(b) if so, the reaction of Government in this regard;

(c) whether Government propose to further amend the Child Marriage Restraint

Act, 1929 so as to raise the marriageable age of persons of all communities to 21 years and declare marriages below that age to be null and void; and

(d) if so, the details thereof?

THE MINISTER OF LAW AND JUSTICE AND MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND): (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

Composition of Tobacco Board

*234. SHRI MURLIDHAR MANE: Will the Minister of COMMERCE be pleased to state:

(a) whether the non-official representatives on the recently constituted Tobacco Board have been appointed;

(b) if so, the details thereof and if not the reasons therefor and the time by which they will be appointed;

(c) whether Government propose to make the Board more boardbased; and

(d) if so, the details thereof?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) Yes, Sir.

(b) The following non-official members are represented on the Tobacco Board:—

1. Shri K.S. Rao
Member, Lok Sabha
142, North Avenue,
New Delhi- 110001.
Permanent Address:—

Member-Elected by the
Lok Sabha

B-62, Skylark Apartments,
Basheer Bagh,
Hyderabad-500029 (A.P.)

2. Shri N. Venkata Ratnam,
Member, Lok Sabha
40, Canning Lane,
New Delhi- 110001.
Permanent Address:—

Member-Elected by the
Lok Sabha

3/1, Arundelpet,
Guntur-522002 (A.P.)

3. Shri Vithalbhai Motiram Patel.
Member of Parliament,
(Rajya Sabha)
191, South Avenue,
New Delhi.

Member-Elected by
Lok Sabha

Permanent Address:—

Patrakar Colony,
Block No. 4
Flat No. 20,
Vijay Nagar,
Ahmedabad, Gujarat.

4. Shri Y.V. Narasi Reddy,
Saipanch,
Uppalapadu Village,
Narasarappet Mandal,
Guntur District,
Andhra Pradesh.

Member-To represent
the growers of
tobacco.

5. Shri K.V. Ramana,
V. R. Puram,
Bhadrachalam Taluk,
Khammam District,
Andhra Pradesh.

-do-

6. Shri G. Atchuta Kumar, MLA
S/o Shri G. Pattabhai Ramaswamy chowdary,
K. Uppalapadu (P.O.)
Kondepi Mandal,
Prakasam District,
Andhra Pradesh

-do-

- | | | |
|-----|--|--|
| 7. | Shri Daruvuri Veeraiah
4th Line,
Chandramouli Nagar,
Guntour
Andhra Pradesh, | Member-To represent
the growers of
tobacco. |
| 8. | Shri D. A. Ramagowda,
Challapowsanahalli,
Hunsur,
Mysore District,
Karnataka. | -do- |
| 9. | Shri Yanguntla Devaraju,
S/o Shri Ramaiah,
R. L. Puram,
Santhanuthalapadu Mandal
Prakasam district,
Andhra Pradesh | -do- |
| 10. | Shri B. S. Krishnamurthy,
Director,
M/s./ Bommidala Brothers Ltd.
Post Box No. 100,
Managalagiri Road,
Guntur,
Andhra Pradesh. | Member-To represent
tobacco and tobacco
products, manufacturers
of tobacco products,
expert in tobacco marketing
or agricultural economics. |
| 11. | Shri Maddi Lakshmaiah,
Managing Director,
M/s. Maddi Lakshmaiah & Co. (P) Ltd.,
114, Anand Lok,
New Delhi- 110049 | -do- |
| 12. | Shri M. Y. Patil,
MSK Mills Housing Colony,
Gulbarga, Karnataka. | -do- |
| 13. | Shri N. a. Ellias,
Chikka Hunsur,
Hunsur,
Mysore District,
Karnataka. | |

(c) and (d). The Tobacco Board has been reconstituted as per the provisions of Section 4 (4) of the Tobacco Board Act, 1975 and all the vacancies have been filled. There

is no proposal at present to amend the tobacco Board Act to enlarge the composition of the Board.

Construction of Dams in Bihar

*235. SHRI RAM SWAROOP RAM: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether Government had proposed to construct irrigation dam over Dardha river at Panehanpur and over Phalgun river at Bithedam in Bihar;

(b) whether necessary surveys have been made in the matter;

(c) the estimate of their irrigation potential in terms of hectares of agricultural land; and

(d) when these dams are proposed to be taken up and completed?

THE MINISTER OF LAW AND JUSTICE AND MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND): (a) to (d). No such projects have been received by the Centre for appraisal.

Functioning of EPZ units

*236. SHRIMATI JAYANTI PATNAIK: Will the Minister of COMMERCE be pleased to state:

(a) whether the performance of Export Processing Zone (EPZ) units needs improvement; and

(b) if so, the instructions given to the Export Processing zone units in that regard?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) and (b). The performance of Export Processing zone units is reviewed from time to time and instructions are issued wherever necessary to improve the working, with particular reference to diversification of markets, expansion of exports, improvement of value addition, and phased indigenisation.

Opening of Regional Rural Banks

*237. SHRI BHADRESWAR TANTI: Will the Minister of FINANCE be pleased to state:

(a) whether Government have formulated any long term policy to open more regional rural banks in the country; and

(b) if so, the salient features thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). As per the present policy Regional Rural Banks (RRBs) are established on a selective basis keeping in view the existing banking facilities and credit gap in a particular area. Priority is also given to such areas as have a preponderance of scheduled tribes and scheduled castes population.

Seminar on Dam Safety

*238. SHRI TULSIRAM: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether a seminar on research need of dam safety was organised recently;

(b) if so, the deliberations made at the seminar;

(c) whether subjects pertaining to farmers such as soil-erosion, silting, irrigation projects and accelerating agricultural production were also considered there; and

(d) if so, the decisions for the benefits of the farmers, State-wise arrived at?

THE MINISTER OF LAW AND JUSTICE AND MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND): (a) Yes, Sir.

(b) The deliberations at the international workshop related to the research aspects of dam safety and identification and prioritisation of the activities

(c) No, Sir.

(d) Does not arise.

News-Item "Indian Currency Being Smuggled Out"

*239 SHRI AJOY BISWAS: Will the Minister of FINANCE be pleased to state:

(a) whether attention of Government has been drawn to the news-item captioned "Indian currency being smuggled out" appearing in "The Indian Post" dated 2 February, 1989 wherein it is stated that Indian currency of high value denomination is being smuggled out to facilitate further smuggling of gold;

(b) if so, the reaction of Government thereon;

(c) the expected value of such smuggling of Indian currency; and

(d) the corrective measures taken in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A. K. PANJA): (a) to (c). Yes, Sir. Available reports and the seizures of Indian currency effected by the Customs authorities during the last few years as shown in the authorities during the last few years as shown in the table below indicate that Indian currency continues to be sensitive to outbound smuggling. High denomination notes like Rs. 500/- and Rs. 100/- continue to be smuggled out of the country as they are convertible in the currency markets of Dubai, Singapore, Hong-kong etc. into foreign exchange. After such conversion, the amount is used for financing inward smuggling of contraband goods like gold, silver, synthetic textiles, watches etc.

(Value: Rs. in crores)

	1986	1987	1988
Seizure of Indian currency	5.67	4.36	6.72

However, since smuggling is a clandestine activity, it is not possible to estimate the amount of Indian currency being smuggled into or out of the country at any particular time

(d) The anti-smuggling drive has been intensified and the anti-smuggling machinery particularly in the vulnerable areas of the land borders and the coast-line and the International airports and seaports has been geared up. Intelligence is targetted against smugglers

including those involved in smuggling of Indian currency. Close co-operation is maintained between all the agencies concerned in the prevention and detection of smuggling including that of Indian currency.

"Railway Yatri" Magazine

*240. SHRI E. AYYAPU REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to provide a new magazine "Railway Yatri" free of cost to the passengers;

(b) if so, the date by which the magazine will be supplied to railway passengers; and

(c) the details and other features regarding get up and contents of this magazine?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) and (b). Copies of the magazine "Rail Yatri" are already being made available free of charge to passengers in the reserved coaches of certain selected trains since 28th January, 1989.

(c) the magazine carries literary writings, a variety of articles, features, short stories, poems, information on travel, tourism, sports etc.

**Finance Commission Chairman's
Reported Statement on Resource
Position**

*241. SHRI K. P. UNNIKRISHNAN: Will the Minister of FINANCE be pleased to state:

(a) whether his Ministry has seen reports of a statement made by the Chairman of the Finance Commission that resource position of not only the State but the Centre has entered a danger zone and can lead to a severe crisis and a grinding halt;

(b) if so, the factual details regarding resources to which the Chairman of the Finance Commission has referred in his statement; and

(c) the reaction of Government thereon?

THE MINISTER OF STATE IN THE DEPARTMENT OF EXPENDITURE IN THE MINISTRY OF FINANCE (SHRI B. K. GADHVI): (a) and (b). According to the infor-

mation received from Finance Commission, the Chairman, Finance Commission, in the course of his discussions with the State, has stated that the trend of mounting revenue deficits both at the Centre as well as the States during the last few years, if allowed to continue unchecked, may lead to serious consequences.

As per the first report of the Finance Commission submitted in July last, taking the Centre and the States together, the revenue deficits in 1988-89 Budget Estimates may increase to 3.3. percent of the Gross Domestic product.

(c) The Government is conscious of the imperative need to contain revenue deficits and there is constant attempt to improve receipts and control expenditures.

**Retired Judges of Supreme Court and
High Courts on Commissions of
Enquiry**

*242. SHRI RAMASHRAY PRASAD SINGH: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) the number of retired judges of the supreme Court and the High Courts appointed as heads of the Commissions set up by Union Government during the last three years; and

(b) whether Government are contemplating not to appoint retired judges to head the Commissions of Enquiry in future?

THE MINISTER OF LAW AND JUSTICE AND MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND): (a) The information is being collected and will be laid on the table of the House in course of time.

(b) No, Sir.

Clearance to Vamsadhara Project Stage-II

*243. SHRI V. SOBHANADREESWARA RAO: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Chief Ministers of Orissa and Andhra Pradesh agreed for Vamsadhara Project Stage-II on 15 January, 1987;

(b) if so, the reasons for delay in giving final shape to this agreement;

(c) whether Union Government will impress upon the Government of Orissa to give consent to the agreed understanding; and

(d) if not, the reasons therefor?

THE MINISTER OF LAW AND JUSTICE AND MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND): (a) Yes, Sir.

(b) The modified project prepared by the Government of Andhra Pradesh is under examination with the Government of Orissa.

(c) and (d). Government of Orissa has been addressed for expediting the matter.

CBI Investigation Against Bank Officials

*244. SHRI SAMBHAJIRAO KAKADE: Will the Minister of FINANCE pleased to state:

(a) whether several cases of serious charges of corruption against some officials of the nationalised banks are presently under the investigation of the Central Bureau of Investigation (CBI);

(b) the number of such cases under investigation since the beginning of 1985; and

(c) the particulars of the banks and the officers involved in these cases?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). The Central Bureau of Investigation has reported that as at the end of december 1988, 256 cases pertaining to the period from 1985 onwards against bank officials were under investigation.

(c) The bank-wise break-up of 339 bank officials involved in the above cases is given below:

		No. of Officials involved
1.	Central Bank of India	8
2.	Bank of India	12
3.	Punjab National Bank	8
4.	Bank of Baroda	26
5.	USC Bank	22
6.	Canara Bank	15
7.	United Bank of India	12

		No. of Officials involved
8.	Dena Bank	5
9.	Syndicate Bank	43
10.	Union Bank of India	15
11.	Allahabad Bank	5
12.	Indian Bank	15
13.	Bank of Maharashtra	2
14.	Indian Overseas Bank	20
15.	Punjab & Sind Bank	10
16.	Oriental Bank of Commerce	2
17.	New Bank of India	3
18.	Corporation Bank	15
19.	Andhra Bank	13
20.	Vijaya Bank	7
21.	State Bank of India	54
22.	State Bank of Bikaner & Jaipur	5
23.	State Bank of Hyderabad	1
24.	State Bank of Mysore	3
25.	State Bank of Saurashtra	2
26.	State Bank of Travancore	6
27.	Reserve Bank of India	1
28.	Jaipur Nagaur Anchalik gramin Bank	1
29.	Marwar Gramin Bank	1
30.	Sanyukta Kshetriya Gramin Bank	4

No. of Officials involved

31.	Sagar Gramin Bank	2
32.	Champaran Kshetriya Gramin Bank	1

Export of Betel to Pakistan

2059. SHRI PARASRAM BHARDWAJ:
Will the Minister of COMMERCE be pleased to state:

(a) whether export of betel to Pakistan has been stopped; and

(b) if so, whether Government contemplate to increase the production of betel for export purposes to Pakistan in near future?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) and (b). No, Sir

Expansion of Trade with Zimbabwe

2060 SHRI SRIKANTHA DATTA
NARASIMHARAJA WA-
DIYAR:

Will the Minister of COMMERCE be pleased to state.

(a) whether Government have a proposal to expand trade with Zimbabwe;

(b) if so, the areas indentified by both the countries for the expansion of trade ties; and

(c) the details of the outcome of bilateral trade talks?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) It is Government's normal policy to increase trade with all countries including Zimbabwe.

(b) Lists of items which could be traded

between India and Zimbabwe are given in the statements I and II below. These lists were indentified during Indo-Zimbabwe trade talks held in December, 1986.

(c) At the second meeting of the Indo-Zimbabwe Joint Commission in February, 1989, bilateral trade between the two countries was reviewed. It was agreed to raise the existing level of trade; encourage closer cooperation between the State Trading Corporations in the two countries and maintain the existing counter trade arrangements.

STATEMENT I

Items that India can import from Zimbabwe

— Hides, ox and cow.

— Goat skins and kid skins, undressed.

— Leather in the piece.

— Timber.

— Ivory.

— Blooms, billots, slabs, sheet bars.

— Wrought bars, rods, angles, shapes and sections of tin, tin wire.

— Tin, bar, block ingot.

— Nickel and Nickel alloy.

- Platinum crucibles/gauze.
- Gold concentrate.
- Gold partly worked.
- Asbestos.
- Copper bars.

STATEMENT II

Items which can be made available from India for export to Zimbabwe

S. No.	Description
1.	Hope iron strapping
2.	Pipe fittings of wrought iron and steel.
3.	Pipes and piping of wrought iron and steel.
4.	Tubes and pipes.
5.	Copper pipe fittings.
6.	Barrage equipment and machinery including sluice gates.
7.	Cans and buckets, milk.
8.	Drums, empty, metal.
9.	Tine ans Similar composite containers.
10.	Compressed gas cylinders.
11.	Wire rope.
12.	Gauze, sieving and screening of metal for use in connection with machinery.

S. No.	Description
13.	Nails, tacks, staples, hook-nails, spiked cramps, studs, spikes and draving pins of copper or of iron or steel with heads of copper; bolts and nuts (including bolts ends and sdrew studs), whether or not threaded or tapped, screws (including screw hooks and screw rings, rivets, cotters, cotton-pins and similar articles of copper; washers (including spring washers of copper washers) of copper.
14.	Nails.
15.	Screws, including screw hooks, rings and knobs.
16.	Artisans' and mechanics' tools, not electric.
17.	Tools for machines.
18.	Hinges and butts.
19.	Hardware of metal (including locks, keys, holts and fittings for doors, furniture, vehicles and trucks etc.)
20.	Window fittings, metal.
21.	Chain, with welded links for hauling, etc. split links, shackles and thimbles therefor.
22.	Clasps, frames with clasps for handhags and the like, of base metal, of kind commonly used for clothing, travel goods; handbags or other textile or leather

S. No.	Description	S. No.	Description
	goods, tabular rivets, and bifurcated rivets, of base metal; beads and spangles, of base metal.		accessories.
23.	Other articles of aluminium.	38.	Statistical and accounting machines for punched cards etc.
24.	Capsules and stoppers.	39.	Parts for statistical machines mechanical.
25.	Split links, shackles, thimbles for use with wire ropes.	40.	Presses, other than those of subheading Nos 84.45.60; 84.45.65 and 84.45.70.
26.	Welding electrodes and brazing alloys.	41.	Lathes industrial, metal working.
27.	Manufactures of metal.	42.	Welding equipment, gas operated.
28.	Boiler tubes and spares.	43.	Metal working machinery.
29.	I.C. engines, diesel, stationary.	44.	Auxiliary machinery for use with machines of heading No. 84.37 (for example dobbies, jacquards, automatic stop motions and shuttle changing mechanisms parts and accessories suitable for use solely or principally with the machines of the present heading or with machines falling within heading 84.36 or 84.37 (for example spindles and spindle flayers card clothing, combs, excluding nipples, shuttles, heads and healdlifters, lifters, and hosiery needles.
30.	I.C. engines, other, stationary.		
31.	I.C. engines, for boats.		
32.	I.C. engines, complete (motor vehicles etc.).		
33.	I.C. engines parts (including accessories and auxiliary equipment)		
34.	Hydraulic engines and motors (including water wheels and water turbines).		
35.	Churns.		
36.	Tractors, diesel.	45.	Paper-making machinery including hand made paper machinery.
37.	Tractor parts, spares and		

S. No.	Description
46.	Machinery, apparatus and accessories for type-founding or type-setting; machinery other than the machine tools of heading No 84, 84.47 for preparing of working printing blocks, plates of cylinders; printing type, impressed flangs and matrices, printings blocks, plates and cylinders; blocks, plates, cylinders and lithographic stones prepared for printing purposes (for example planed grained or polished)
47	Food processing machines
48	Machinery for sorting, screening, separating, washing, crushing, grinding or mixing earth, stone ores or other mineral substances in solid (including powder and paste) form; machinery for agglomerating, moulding or shaping solid mineral fuels, ceramic parts, unhardened cements, plastering materials or other mineral products in powder or paste form; machines for forming foundry moulds of sand.
49.	Glass working machines (other than machines for working glass in the cold); machines for assembling electric filament and discharge lamps and electronic and similar tubes and valves).

S. No.	Description
50.	Asphalt melting and mixing plant, tar and pitch boilers.
51.	Bull angle dozers.
52.	Excavator parts.
53.	Road construction machinery.
54.	Transporting equipment, mining, underground electric or mechanical.
55.	Tungsten carbide tips and crowns
56.	Mining machinery various types.
57.	Concrete mixing machinery.
58.	Motor servicing equipments.
59	Water boring, drill etc.
60.	Air-conditioning machinery Deep freezers, Refrigerators, ice machinery plants.
61.	Furnace burners for Liquid fuel (atomisers), for pulverised solid fuel or for gas; mechanical stokers, mechanical ash discharges and similar appliances.
62.	Water pumps, domestic/agricultural/industrial.
63.	Water pumps parts.

S. No.	Description	S. No.	Description
64.	Blowers, fans, generators and pumps, industrial air or gas.		bearings.
65.	Water pumps centrifugal type.	77.	Compressors, air or gas.
66.	pumps, industrial for liquids and liquid elevators of bucket, screw and similar types.	78.	Filter plants and filters for purification of water.
67.	parts for pumps and centrifuges.	79.	Fire fighting equipments and machinery.
68.	Cranes, gravity conveyors, winches, hoisting crabs, crain blocks and spiral chutes.	80.	Filter plant for the purification of oil and oil separators.
69.	Mechanical handling equipment for various industrial appliances.	81.	Machinery, industrial.
70.	Rock drills.	82.	packing and lagging (other than asbestos).
71.	Rock drill spares.	83.	Cocks, taps and valves.
72.	Diamond bits, crowns, reamers and reamer shells, for drilling.	84.	Transmission shafts, cranks, bearing housings, plain shaft bearing, gears and gearing (including friction gears and gear-boxes and other variable speed gears), flywheels, pulleys and pulley blocks, clutches and shaft couplings.
73.	Tools for working in the hand, pneumatic or with self-contained non-electric motor.	85.	Machinery parts, not containing electrical connectors, insulators, coils, contacts or other electrical features and not falling within any other heading in this chapter.
74.	Weighing machines complete including electronic and mechanical types.	86.	Transformers capacity including under 5 KVA
75.	Machines (non industrial).	87.	Electric motors capacity including over 75 KW.
76.	Ball, roller and needle-roller		

S. No.	Description
88.	Switch gears.
89.	Electric fittings, domestic, pin plugs, holders etc.
90.	Parts for electric motors, generators etc.
91.	Wire and cable, copper, insulated, insulated with polyethylene and /or polyvinyl chloride.
92.	Insulated wires and cables, (e.g. mineral insulated, enamelled winding wires, asbestos stove wires).
93.	Electric insulators, porcelain.
94.	Insulating equipments.
95.	Television receivers, whether or not fitted with gramophone or radio.
96.	Television, radio and radio-gram parts.
97.	Telegraphy and telephone apparatus, radar apparatus for aircraft, ships, broadcasting or television.
98.	Telegraphy and telephone apparatus.
99.	Vacuum cleaners, electric.
100.	Parts of stoves incorporating ovens.
101.	Batteries, dry primary.

S. No.	Description
102.	Batteries, and accumulators.
103.	Parts of batteries.
104.	Lamps, gas discharge, mercury or sodium.
105.	Lamp bulbs and tubes.
106.	Diodes, transistors, and similar semi-conductor devices, light emitting diodes, photo cells (including photodiodes and phototransistors).
107.	Electrical starting and ignition equipment for internal combustion engines (including ignition magnets, magnetodynamos, ignition coils starter motors, sparking plug and glow plugs); generators (dynamos and alternators)
108.	Electrical lighting and signalling equipment and electrical winds, screen wipers, defrosters and denisters, for cycles or motor vehicle.
109.	Electrical measuring, checking, analysing or automatically controlling instruments and apparatus.
110.	Laboratory drying and heating ovens and furnaces and laboratory incubators.
111.	Graphite and carbon electrodes.

S. No.	Description
112.	Welding machines and machinery, electric.
113.	Electric machinery, apparatus and parts.
114.	Parts of railway locomotives excluding wheel bearing sets.
115.	Vehicles of a value for duty purposes not exceeding \$ 5000 other.
116.	Parts of railway rolling stock.
117.	Vehicles of a kind specially constructed for use in underground mines.
118.	Tractors of the mechanical horse type.
119.	Chassis for trucks, buses, etc.
120.	Motor vehicle and trailer parts and accessories.
121.	Bicycle parts.
122.	Trailer chassis, frames and fabricated metal parts of frames for chassis construction, not exceeding 5.5 m in length.
123.	Lighting fixtures.
124.	Surgical, medical and dental instruments and appliances.

S. No.	Description
125.	Instruments and apparatus for measuring, checking or auto-matically controlling the flow, depth, pressure or other varieties of liquids or gases or for automation by controlling thermostats, level gauges, flow metres, meat metres, automatic even-drought regulators not being articles falling with heading No. 90.14.
126.	Instruments & apparatus for physical or chemical analysis (such as polarimetres, refractometers, gas analysis apparatus) instruments and apparatus for measuring or checking viscosity, perosity, expansion, surface tension or the like (such as viscometers, porosing or checking quantities of heat, light or sound such as photometers (including exposure meters), calorimeters, microtomes.
127.	Scientific instruments, measuring and controlling.
128.	Electrical recording and sound reproducing machines.
129.	Gramophone records, discs, tapes, cylinders and similar recording media, for scientific, educational and cultural purposes, as approved.

S. No.	Description	S. No.	Description
130.	Platinum gauze for use as a catalyst.		glue etc.
131.	Slide fasteners.	145.	Thinners for paints.
132.	Parts of slide fasteners.	146.	Activated carbon; activated natural mineral products; animal black, including spent animal black.
133.	Orthopedic appliances, hearing aids, crutches, splints, etc.	147.	Anti-knock preparations, oxidation inhibitors, gum inhibitors, viscosity improvers, anti-corrosive preparations and similar preparations and similar prepared additives for mineral oils.
134.	Chemicals for water purification or softening.	148.	Soda Briquettes for water treatment. * Limbs, eyes, teeth not setup
135.	Extracts for perfumes.	149.	Chemical materials and products.
136.	Perfumery compounds.	150.	Aluminium powder, flake and paste.
137.	Synthetic detergents.	151.	Diagnostic reagent X-ray contrast media and substances prepared for medical and vet research.
138.	Artificial resins and synthetic plastic materials in form, (including plastic colourants and blending fluids) in powder, granular form, lump, flake, pellet and similar primary form.	152.	Veterinary medicaments (stock) as approved, antibiotic and others.
139.	Disinfectants of approved standard in containers of not less than 28 litres by volume or 20 kg. by mass.	153.	Medicinal preparations, containing one or more of the substances specified in the poisons regulations, and others.
140.	Other disinfectants.		
141.	Insecticides, fungicides and similar preparations.		
142.	Glue, in bulk.		
143.	Gelatine (including singlass) in bulk.		
144.	Starches, inulin, gluten,		

S. No.	Description
154.	Drugs and pharmaceutical chemicals, for dispensing.
155.	Essences, extracts and flavorings.
156.	lime stone and dolomite, slaked or not.
157.	Salt, common, in bulk.
158.	Clay and other refractory minerals.
159.	Flourspar.
160.	Zinc oxide.
161.	Pigments, dry.
162.	Acetic acid, glacial.
163.	Sulphuric acid, in bulk.
164.	Citric acid, in bulk.
165.	Oxalic acid, in bulk.
166.	Hydrochloric acid.
167.	Calcium carbide.
168.	Manganese.
169.	Ferro sulphate.
170.	Anaesthetics, chloreform, etc.
171.	Nitrate (excluding lead nitrate) in bulk.
172.	Sodium cyanida.
173.	Sodium hydroxide (caustic soda).

S. No.	Description
174.	Hypochlorites; commercial calcium hypochlorites; Hypobromites.
175.	Synthetic organic dyestuffs (including pigment dyestuffs); synthetic organic products of a kind used as luminophores; products of the kind known as optical bleaching agents, substantive to the fibre; natural indigo; other.
176.	Dyes, aniline, organic.
177.	Varnish, varnish stains, japans, french polish, Brunswick or Berlin black and similar black varnishes, terabina, Liquid size, patent knotting and gasket shellac.
178.	Penicillin, streptomycin, tyrocidine and other antibiotics, as approved, ready for sale.
179.	Anti-toxins, lymph, Sera and vaccine.
180.	Gums, dry, in bulk.
181.	Manganese ore and concentrates.
182.	Adhesives and adhesive cements, in bulk.
183.	Paint stripping and solvents for paints.
184.	Rubber tubing.
185.	Rubber hose.

S. No.	Description
186.	Urea formaldehyde resins.
187.	Rubber tyres, tyre cases, inter changeable tyre terads, inner tubes and tyre flaps for wheels of all kinds, other, of a kind normally used on aircraft.
188.	Tyres, pneumatic, for tractors, bulldozers, etc.
189.	Packing washers and sealing rings.
190.	Bands and belting, n.e.s. for driving machinery, industrial use including fasteners.
191.	Conveyor belts and belting, n.e.s.
192.	Manufactures of rubber.
193.	Paint stripping and solvents for paints.
194.	Glass, cast or rolled, including wired glass, unworked.
195.	Laboratory glassware.
196.	X-Ray films and plates.
197.	Gramophone records, discs tapes, cylinders and similar recording media, for scientific educational and cultural purposes.
198.	Plastic bottles, jars, boxes, tubes and similar plastic containers.

S. No.	Description
199.	Articles made of plastic.
200.	Pencils (Lead).
201.	Parts of slide fasteners.
202.	Orthopaedic appliances, hearing aids, crutches, splints, etc. limbs. eyes, teatch, etc.
203.	Gold partly worked for goldsmiths and jewellers, dentists etc.
204.	Vegetable seeds.
205.	Vegetable saps, juices and extracts, n.e.s. and vegetable materials, n.e.s.
206.	Fish waste.
207.	Wadding, cotton wool, gauze, tape, tow bandages and like materials of textile paper or plastic, other.
208.	Surgical suture material not medicated; snake bite and first aid outfits.
209.	Essential vegetable oils, in bulk.
210.	Veneer sheets.
211.	Chipboard and particle board, veneered or unvenered, other.
212.	Printing and writing paper, flat i.o.m. reels.

S. No.	Description
213.	Plain or composite paper (in other o.m.r. wrappers and reels).
214.	Plastic coated carboard.
215.	Cardboard and similar boards.
216.	Carbon paper.
217.	Woollen yarn for further processing.
218.	Cotton yarn containing 100% cotton.
219.	Woolen and worsted fabrics, being 40% wool.
220.	Synthetic fibre and other piece goods, other.
221.	Textile fabrics coated or impregnated with plastic materials, etc.
222.	Jwine and cordage.
223.	Special products of textiles and related materials.
224.	Lime, building, (including Gluex).
225.	Slaked Lime, containing not less than 65% available calcium oxide.
226.	Bricks, fire.
227.	Emery, corundum and similar abrasives, stones and wheels.

S. No.	Description
228.	Abrasive Cloths and papers.
229.	Brake Lining in the piece.
230.	Asbestos packing for engines, etc.
231.	Manufactures of asbestos.
232.	Crucibles, cupels and ingot moulds
233.	Glass bottles and jars, empty.
234.	Ferro-manganese.
235.	Ferro-silicon.
236.	Ferro-alloys, n.e.s.
237.	Iron or steels coils for re-rolling.
238.	Rods as defined, n/exc. \$ 88,20 per tonne.
239.	Bars, rectangular, as defined, n/exc. \$ 88,20 per tonne.
240.	Bars and rods (including wire rod) and hollow mining drill steel, of stainless or heat-resisting steel.
241.	Channel, as defined, n/exc. \$ 88,20 per tonne.
242.	Bars and rods, n.e.s.
243.	Angles and sections, n.e.s.
244.	Other sheats and plates of

S. No.	Description
	stainless or heatresisting steel, other sheets and plates, of other alloy steel, sheets and plates, rolled but not further worked, more than 4.7 mn in thickness.
245	Sheets and plates, rolled but not further worked 3 mn. or more but not more than 4.75 mn in thickness, of stainless or heat resisting steel of other alloy steel.
246.	Iron and steel sheet, galvanised, flat of a thickness not less than 500 micro metres but less than 3 mn.
247.	Iron and steel sheet, or tin-plate.

Concessions for Tea Industry

SHRI H. B. PATIL: Will the Minister of COMMERCE be pleased to state:

(a) whether Government have announced a package of concessions to the tea industry for boosting exports;

(b) if so, the details thereof; and

(c) how far tea exports are likely to go up as a result of these concessions?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) and (b). Yes, Sir. Some of the important steps initiated to enhance exports of Indian tea include:—

1. Complete excise duty rebate on exports of all teas.

2 Higher CCS on tea bags, packet teas, tea caddies

	Packet Tea	Tea Bags	
Earlier rate	13%	13%	—
New rate	18%	20%	12%

3. Additional earnings from cess being provided to Tea Board in foreign exchange for under taking promotional campaigns abroad

Productivity Committee.

4 Launching of the Darjeeling logo campaign to counter mis-branding of other teas as Darjeeling teas in the U.K. market.

7 Corpus of Rs. 10 crores with financial assistance from NABARD for tea research.

5. Constitution of a National Committee on tea research

8. Awards for tea productivity for leading producers.

9. Leading tea producers and exporters were asked to make production and export plans as part of their corporate plans.

6 Constitution of a National Tea

10 Customs duty on import of 8

machines used for processing and packaging of tea has been reduced to a nominal rate of 35%.

11. Green tea has exempted from excise duty.
12. A promotional incentive scheme to boost exports of South Indian teas and counter Sri Lankan strategy of undercutting similar teas has been announced.

(c) Exports of tea during 1988-89 (April-January) is estimated at 194.54 Million kgs as compared to 177.03 Million kgs for the corresponding period 1987-88.

Losses Suffered by Nationalised Bank

2062. SHRI VIJAY N. PATIL: Will the Minister of FINANCE be pleased to state:

(a) the nationalised banks that have suffered losses during 1988;

(b) the reasons for losses; and

(c) the directives issued by Government to banks in this regard and steps taken to improve functioning of the banks which are running in losses?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALIERO): (a) to (c). In terms of the Banking Public Financial Institutions and Negotiable Instruments Laws (Amendment) Act, 1988, the banks are now required to prepare and close their accounts for the year 1988-89 at the end of 31st March, 1989. The question of any bank having suffered losses during 1988 therefore does not arise.

Corporate Plan

2063. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAY be pleased to state:

(a) whether the Railways have taken any action on the Corporate Plan mentioned in the annual report of the Ministry of Railways for the year 1986-87 and presented to the Parliament at the time of introducing the Railway Budget for the year 1988-89 in respect of new railway lines; and

(b) if so, the exact progress in the implementation of the Corporate Plan during the Seventh Five Year Plan and the targets for the Eight Plan?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) About 935 Kms. of new lines are likely to be commissioned in VII Plan. Target for the VIII Plan is yet to be firmed up.

Proposal to Advance Cash Credit to Farmers

2064. SHRI JAGANNATH PATTHNAIK: Will the Minister of FINANCE be pleased to state:

(a) whether any proposal is under the consideration of Government to advance cash credit to farmers; and

(b) if so, the details thereof?

THE MINISTR OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). There is no such proposal under consideration of Government for the present. However, the public sector banks were advised by Government in April, 1988 to consider launching

of credit card scheme for farmers on the lines of the Dena Krushi Sakh Patra (DKSP). The credit card, among other things would provide the following facilities:

- (i) It will enable a card holder to secure production credit instantly.
- (ii) It will dispense with procedural formalities such as making applications, furnishing land records certificates and documentation for every agricultural season.
- (iii) It will also dispense with the necessity to carry cash by the farmer.

In this connection, Reserve Bank of India has reported that the agricultural credit card schemes has been introduced by Syndicate Bank, Canara Bank, Indian Overseas Bank, Dena Bank, Punjab National Bank and Andhra Bank on an experimental basis.

Response to NRI Bonds' Scheme

2065. SHRI ANANTA PRASAD SETHI: Will the Minister of FINANCE be pleased to state

(a) whether the Non- Resident Indian Bonds' Scheme has failed to attract the foreign exchange on the scale expected by Government;

(b) if so, the total NRI deposits in the Scheme so far; and

(c) the main obstacles being experienced in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) No specific target

for collections had been fixed by the Government. The subscription for the NRI Bonds closed on 15th February, 1989. Upto 17th February 1989, a sum of US \$ 76.823 million equivalent to Rs. 115.44 crores has been credited to the Reserve Bank of India Account with Federal Reserve Bank, New York.

(b) and (c). Do not arise.

Assistance to Handloom Weavers in Kerala

2066. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of FINANCE be pleased to state:

(a) whether representations have been received by this Ministry from handloom weavers in Kerala, seeking concession in rate of interest on loans availed from nationalised banks;

(b) if so, the details thereof; and

(c) the decision of Government in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) Reserve Bank of India as well as Canara Bank, the Convenor Bank of State Level Bankers Committee, Kerala have reported that no representations seeking concessions in rate of interest on loans taken from nationalised banks have been received by them from handloom weavers in Kerala.

(b) and (c). Do not arise.

Loans Advanced Under SEPUP

2067. SHRI SYED SHAHABUDDIN: Will the Minister of FINANCE be pleased to state:

(a) the number of applications recieved and sanctioned, State-wise, under the Self-employment Programme for Urban Poor (SEPUP) during 1987-88 and 1988-89 upto 31 December, 1988 quarter-wise;

(b) the number of actual beneficiaries during the same period;

(c) the actual amount sanctioned and loaned, separately, during the same period; and

(d) the total amount loaned since the inception of the programme and the total amount recovered since then upto 31 January, 1989?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) to (d). A statement showing State-wise position of number of applications received, sanctioned and amount disbursed under Self Employment Programme for Urban Poor (SEPUP) for the year 1987-88 as furnished by Reserve Bank of India is given below. The position for the year 1988-89 would emerge only after the end of the financial year.

The amount of loan sanctioned and disbursed under SEPUP since its inception during 1986-87, is given below:

(Amount in Rs. crores)

Year	Amount sectioned	(Amount disbursed)
1986-87	116.14	100.80
1987-88	136.56	113.91

Reserve Bank of India has reported that the information regarding amount recovered out of the loans provided under SEPUP is

not available and banks are not required to maintain separate recovery data for SEPUP.

STATEMENT

(Amount in lakhs of rupees)

Name of the State/Union Territory	Applications loans sanctioned			Loans disbursed		
	Received	No.	Amount	No.	Amount	
1	2	3	4	5	6	
Andhra Pradesh	52452	28588	1045.88	26519	932.08	
Assam	—	4381	182.82	4041	151.66	
Bihar	—	13107	521.37	9487	377.05	
Gujarat	38003	18630	583.44	16267	496.23	
Haryana	—	8194	324.17	7373	287.99	
Himachal Pradesh	904	670	29.12	640	27.32	
Jammu & Kashmir	877	468	17.16	392	13.36	
Karnataka	74050	30269	1095.07	20966	1029.47	
Kerala	15417	10401	510.52	9855	472.08	
Madhya Pradesh	42004	31545	1095.58	27190	853.31	

1	2	3	4	5	6
Maharashtra	72773	43542	1417.22	30340	1222.48
Manipur	837	577	25.51	549	22.09
Meghalaya	—	542	27.52	527	24.25
Orissa	21110	8205	356.90	7725	317.60
Nagaland	200	189	9.45	189	9.45
Rajasthan	53906	21132	798.89	16244	593.93
Punjab	—	13300	567.53	11518	483.61
Tamil Nadu	72941	38361	1070.23	34485	976.94
Tripura	—	365	14.77	318	12.64
Uttar Pradesh	80590	44330	1836.00	34516	1388.00
West Bengal	109622	31545	1095.58	27190	853.31
Andaman & Nicobar Islands	547	142	6.05	142	6.05
Arunachal Pradesh			Not Implemented		
Chandigarh	—	13300	567.53	11632	485.45

1	2	3	4	5	6
Goa, Daman & Diu	630	584	23.84	549	22.37
Mizoram			Not Implemented		
Pondicherry	186	114	3.62	96	2.78
New Delhi	59864	19687	429.71	15754	329.24
Total	696913	382168	13855.51	314504	11390.74

Payment of Dearness Allowance to Central Government Employees

2068. SHRI KAMLA PRASAD SINGH:
Will the Minister of FINANCE be Pleased to State:

(a) the percentage of decline in value of rupees from 1 January, 1986 to -date-year wise;

(b) the number of instalments of Dearness Allowance released to Central Govern-

ment employees from 1 January, 1986-year wise and at what rate; and

(c) the exact neutralisation below Rs. 3500 basic pay, below 4500/- below 5500/- below 6500/- allowed to employees through release of Dearness Allowance instalment?

THE MINISTER OF STATE IN THE DEPARTMENT OF EXPENDITURE IN THE MINISTRY OF FINANCE (SHRI B. K. GADHVI): (a) Necessary information is given in the table below:-

Period	C.P.I for Industrial workers (1960=100)	Value of rupee *	Percentage decline in value of Rupee
(1)	(2)	(3)	(4)
January, 1986	629	15.90	-
January, 1987	688	14.53	8.62
January, 1988	753	13.28	8.60
January, 1989	813	12.30	7.38

*The value of the Rupee is worked out as the reciprocal of the C.P.I for Industrial Workers.

(b) From 1st January, 1986 five instalments of Dearness Allowance have been released to Central Government employees, Necessary details regarding dates of sanction and rates of Dearness Allowance for different pay ranges are given in the

statement below.

(c) Employees drawing basic pay upto Rs.3500/- are to be allowed 100% neutralisation, those drawing basic pay between Rs.3501/- to Rs. 6000/- 75% and those drawing basic pay above Rs. 6000/- 65%.

STATEMENT

S.No.	Orders issued on	Period from which payable	Pay Range	Rate of Dearness Allowance per Mensem				
				1	2	3	4	5
1.	21.11.1986 (for groups B, C & D only)	1.7.1986 onwards	Basic pay upto Rs. 3500/-					4% of pay
2.	26.3.1987 (for groups B, C and D only)	1.1.1987 onwards	Basic pay upto Rs. 3500/-					8% of pay
	26.3.1987 (Group 'A' only)	1.7.1986 to 31.12.1986	Basic pay upto Rs. 3500/-					4% of pay
			Basic pay between 3501/- and upto Rs. 6000/-					3% of pay subject to a minimum of Rs. 140/- p.m.
			Basic pay above Rs. 6000/-					2% of pay subject to a minimum of Rs. 180/- p.m.
		1.1.1987 onwards	Basic pay upto Rs. 3500/-					8% of pay
			Basic pay between 3501/- and upto Rs. 6000/-					6% of pay subject to a minimum of Rs. 280/- p.m.
			Basic pay above Rs. 6000/-					5% of pay subject to a minimum of Rs. 360/- p.m.

1	2	3	4	5
3.	20.11.1987 (for groups A, B, C & D)	1.7.1987 onwards	Basic pay upto Rs. 3500/- Basic pay between Rs. 3501/- and upto Rs. 6000/- Basic pay above Rs. 6000/-	13% of pay 9% of pay subject to a minimum of Rs. 455/- p.m. 8% of pay subject to a minimum of Rs. 540/- p.m.
4.	11.5.1988 (for groups A, B, C & D)	1.1.1988 onwards	Basic pay upto Rs. 3500/- Basic pay between Rs. 3501/- and upto Rs. 6000/- Basic pay above Rs. 6000/-	18% of pay 13% of pay subject to a minimum of Rs. 630/- p.m. 11% of pay subject to a minimum of Rs. 780/- p.m.
5.	11.10.1988 (for groups A, B, C & D)	1.7.1988 onwards	Basic pay upto Rs. 3500/- Basic pay between Rs. 3501/- and upto Rs. 6000/- Basic Pay above Rs. 6000/-	23% of pay 17% of pay subject to a minimum of Rs. 805/- p.m. 15% of pay subject to a minimum of Rs. 1020/- p.m.

S&T Workshop, Podanur

2069. SHRI C.K. KUPPUSWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal for modernisation of S & T Workshop, Podanur; and

(b) if so, the details thereof and the action Government propose to take in the matter?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAV RAO SCINDIA): (a). No Sir.

(b) Does not arise.

Raids on the Premises of Central Excise and Customs Officers

2070. SHRI HAFIZ MOHD. SIDDIQ: Will the Minister of FINANCE be pleased to state:

(a) how many times C.B.I. raided the premises of Customs and Central Excise officers in the country during the last six months;

(b) the details of the officers whose premises were raided; and

(c) the details of the outcome thereof and the action taken?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K. PANJA): (a) In connection with investigation of 12 cases, 36 searches were conducted by the CBI on the residential/office premises of 25 officials of Customs and Central Excise during the last six months (1-9-1988 to 28-2-1989).

(b) Details of the officials are given in the statement below.

(c) The following movable/immovable assets have been found:-

Cash, Bank Balance, FDRs, NSCs etc.	Rs. 54,20,430/-
Movable assets like VCRs, TVs and other costly household goods & Jewellery	Rs. 16,07,046/-
Immovable assets	Rs. 12,22,500/-

The cases are under investigation by C.B.I.

STATEMENT

Case No.	Name & designation of the officials	Allegation in brief	Present Position
1	2	3	4
1. RC.62/88-LKO	Sh. P.N. Pathak, Asstt. Collector, Central Excise, Bareilly.	Disproportionate Assets	The case is under investigation
2. RC.28/88-JBR	Sh. N.T. Ahuja, Supdt., Central Excise, Indore.	-do-	-do-
3. RC.32/88-JBR	Sh. S.K. Talwar, Supdt., Central Excise, Dewas.	-do-	-do-
4. RC.12/89-Bom.	Sh. Atma Ram Kishanrao Pawar, Supdt., Central Excise Amravati Division.	Demanded and accepted a bribe of Rs. 15,000/-	-do-
	Sh. Abdul Gafar Ansari, Inspector, Central Excise, Amravati Division		
	Sh. Prakash Gendalal Yadav, Inspector, Central Excise, Amravati Division.		
5. RC-23/88-Cochin	Sh. C.V. Saide, Supdt., Central Excise, Kanhangad.	Showed undue official favour on the basis of false and forged documents	-do-

1	2	3	4
6. RC.24/88-Cochin	Sh. T.M. Vijayakumar, Inspector Central Excise and Customs, Ernakulam.	Disproportionate Assets	-do-
7. RC.56/88-BLR	Sh. Kesavan, Inspector of Customs, Trichy.	Shown undue official favour while assessing Excise Duty	The case is under investigation
	Sh. Ganesan, Inspector of Customs, Trichy		
	Sh. Bilavendran, Supdt., of Central Excise and Customs, Trichy.		
8. RC.57/88-BLR	Sh. Devadass, Inspector of Central Excise and Customs, Trichy.	Charged duty for less than actual value causing pecuniary loss to the Government	-do-
	Sh. P.R. Sethuraman, Inspector of Central Excise & Customs, Trichy.		
	Sh. A. Angamuthu, Inspector of Central Excise and Customs, Trichy.		

1	2	3	4
	Smt. Raj Kumari, Inspector of Central Excise & Customs, Trichy.		
9. RC.58/88-BLR	Sh. V.S. Sundarajan, Inspector of Central Excise and Customs, Trichy.	Charged duty for less than actual value causing pecuniary loss to the Government	The case is under investigation
	Sh. Raja Raja Cholan, Inspector of Central Excise and Customs, Trichy.		
	Sh. G. Srinivasan, Supdt. of Central Excise & Customs, Trichy.	Charged duty for less than actual value causing Pecuniary loss to the Government	The case is under investigation
10. RC.60/88-BLR	Sh. K.P. Viswanathan, Inspector, Central Excise & Customs, Trichy.	-do-	-do-
	Sh. Kalaiazhagab, Inspector of Central Excise & Customs, Trichy.		
11. RC.61/88-BLR	Sh. A. Selvaraj, Inspector of Central Excise & Customs, Trichy.	-do-	-do-

1	2	3	4
	Sh. Lourdwamy, Inspector of Central Excise & Customs, Trichy.		
	Sh. A.R. Prasad, Asstt. Collector of Central Excise & Customs, Trichy.		
	Sh. John Britto, Inspector of Central Excise & Customs, Trichy.		
12. RC.5/89-BLR	Shri A.R. Prasad, Asstt. Collector of Central Excise and Customs, Trichy	Disproportionate Assets	-do-
	Shri M.C. Sharma, Collector of Customs, Trichy.		

Assistance by NABARD in Kerala

2071. SHRI P A ANTONY. Will the Minister of FINANCE be pleased to state

(a) the amount spent by the National Bank for Agriculture and Rural Development (NABARD) in Kerala during 1987-88, and

(b) the sector-wise breakup thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS

IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). National Bank for Agriculture and Rural Development (NABARD) has reported that the maximum amount outstanding as at the end of the year 1987-88 against short term and medium term loans refinanced by them in Kerala was of the order of Rs 97 82 crores NABARD has further reported that the amount disbursed by them for long term purposes in Kerala during 1987-88 was of the order of Rs 58 03 crores Sector-wise details are given in the statement below

STATEMENT

I Purpose wise maximum amount outstanding for Short-term and medium-term loans as at the end of 1987-88

S No	Purpose	Maximum Outstanding
1	2	3
		(Rs in Lakhs)
1	Seasonal Agricultural Operations(SAO)	6779
2	ST credit limits for financing Weavers Societies (Handloom)	1224
3	Trading in Yarn to apex weavers societies	49
4	Financing Cottage & SSI village industries and rural artisans (including coir)	549
5	Medium term credit limit for approved agricultural purposes	22
6	Medium term conversion loans	174
7	Long term loans to Kerala State Government for contribution to share capital of cooperative credit institutions	485

II The Purpose-wise disbursement by NABARD for Long Term during the year 1987-88

1.	Minor Irrigation	1497
2.	Land Development	71

1	2	3
3.	Farm Mechanisation	122
4.	Plantation/horticulture	1449
5.	Poultry/sheep/piggery	101
6.	Fisheries marine	39
7.	Fisheries Inland	46
8.	Dairy development	292
9.	Storage godowns/market yards	100
10.	Forestry	-
11.	Gobar Gas	55
12.	IRDP Farm Sector	607
13.	IRDP Industries services business	994
14.	Non Farm Sector	406
15.	SC/ST action Plan	5
16.	Others	19
Total		5803

[Translation]

being closed;

Availability of Foreign Exchange to Mild Steel Importers

(b) if so, whether Government propose to make foreign exchange readily available to these importers; and

2072. SHRI KAMLA PRASAD RAWAT:
Will the Minister of FINANCE be pleased to state:

(c) if no, the reasons therefor?

(a) whether attention of Government has been drawn to the non-availability of foreign exchange to the importers of mild steel due to which small steel plants are

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) ~~to~~ (c). The import of different canalised items of steel is

decided on the basis of demand supply gap as assessed by the Department of Steel and other concerned agencies. Foreign exchange for such imports has been made available to the canalizing agencies for arranging the imports.

[English]

Canning Railway Station

2073. SHRI SANAT KUMAR MANDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether any programme has been formulated for the improvement and development of Canning Station on Eastern Railway (West Bengal) during the financial year 1989-90;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAV RAO SCINDIA): (a) Yes, Sir.

(b) The following works are in progress/proposed to be undertaken during 1989-90:

(1) Provision of water cooler.

(2) Improvement to approach road.

(3) Improvement to lighting arrangements on platform

(4) Extension of waiting hall

(5) Provision of toilet facilities on the platform

(6) Extension of cover over platform

(c) Does not arise.

Pay Scales of Income Tax Inspectors

2074. SHRI BANWARI LAL BAIRWA: Will the Minister of FINANCE be pleased to refer to the reply given on 2 December, 1988 to Unstarred Question No.3107 regarding pay scale of Income tax Inspectors and state:

(a) whether the Anomalies Committee set up for considering the revision of pay scales of Inspectors has submitted its report;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K. PANJA): (a) Yes, Sir.

(b) After going into all aspects of the case the Anomalies Committee has recommended that in respect of Inspectors who do not get the chance to become Income Tax Officers and reach the Maximum of their scale of Rs. 2900/-, such Inspectors may be allowed ad-hoc increment to reach the stage of Rs.3200/- in relaxation of normal stagnation rules.

(c) Does not arise.

Rewards to Income-Tax Staff

2075. SHRI LALA RAM KEN: Will the Minister of FINANCE be pleased to state:

(a) the rules and procedure for granting rewards to the Income-tax officials of search parties; and

(b) the details of the employees of Income-Tax department, Delhi who were rewarded during the last three years along-with the amount disbursed to each of them?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K. PANJA): (a) The reward rules governing the payment of reward for search & seizure work to officials of the Income-tax Department, have been set out in Para 2(c) of the Reward Scheme of 1985. The relevant extracts are as under:-

"2(c) Reward for search and seizure work

The heads of the Department may having regard to the value of the seizure effected and magnitude of evasion detected and special efforts or ingenuity displayed by the officer concerned sanction the grant of suitable reward to the officers/staff of the Investigation Wing and the members of the search party in cases where seizure involving assets of at least Rs. 10 lakhs (Rs.25 lakhs in metropolitan towns) have been effected.

Where valuables have been seized the officials entitled for reward would be

- (a) All members of the particular search party who have detected and seized the valuables.
- (b) The Dy. Director of Inspection/ Assistant Director of Inspection and the Inspectors concerned.

The ratio of disbursement of the reward in such cases shall be at the rate of 40% of the final amount sanctioned to (a) above and balance 60% to (b) above."

Para 3 (b) of the Reward Rules Provides for payment of reward to the officials concerned at the maximum rate of 5% of additional income brought to tax in cases where informers have supplied the information about tax evasion and 10% in those cases where the information was gathered without

help of any informer. As provided in para 6 of the Rules the reward sanctioning committees are headed by officers not below the rank of Head of Department, who examine the reward proposal and grant the reward and decide upon the manner of its distribution amongst the eligible officers and staff. The decision of the Committee is final.

(b) In the last three years, Rs.1 lakh in aggregate has been sanctioned as reward for search and seizure work in Delhi amongst 90 officers of the rank of ITOs, Asstt. Commissioners and Deputy Commissioners and 150 other officials comprising of Inspectors, UDCs, LDCs etc. As the number of officials is quite large, it is not practicable to give details of amounts disbursed to each of them separately.

Percentage of Indirect Tax Levied on Ex-Factory Prices of Business

2076. SHRI MOHD. MAHFOOZ ALI KHAN: Will the Minister of FINANCE be pleased to state;

(a) the percentage of indirect tax levied cumulatively on ex-factory prices of biscuits produced in the country and the rationale in levying the tax; and

(b) its likely impact on the overall biscuit production in the country particularly on the small scale manufacturers besides its consumption in the rural household?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K. PANJA): (a) Biscuits manufactured without the aid of power if fully exempted from excise duty. On biscuits manufactured with the aid of power excise duty is levied at the rate of 10.5% ad valorem. Such excise duties are levied on a number of other food items also. The incidence of other indirect taxes like

sales-tax, octroi, etc. varies from place to place.

(b) Small scale units manufacturing biscuits enjoy full exemption from excise duty for clearance upto a value of Rs. 15 lakhs in a year. For the next clearances of Rs. 60 lakhs, they pay duty only at the rate of 5.25%. Further, MODVAT credit of basic and special excise duties paid on raw materials including packing materials is adjusted against payment of duty on biscuits. The lower incidence of duty makes the products of small units more competitive as compared to the products of bigger units. In the circumstances, excise levy cannot be considered to be inhibiting the growth in production of biscuits, especially the production in the small-scale sector, or causing undue burden on the consumers.

Alleged Corrupt Practices by RBI Bangalore Branch Officers

2077. SHRI THAMPAN THOMAS : Will the Minister of FINANCE be pleased to state:

(a) whether Government are investigating into the alleged corrupt practices by certain officers of the Reserve Bank of India, Bangalore Branch;

(b) whether there was 41 days strike against some of the corrupt senior officers in this Branch of the R.B.I. ; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE SHRI EDUARDO FALEIRO: (a) Reserve Bank of India has reported that it is investigating into certain anonymous complaints alleging corrupt practices against officers of its Bangalore office.

(b) and (c) . Reserve Bank of India has further reported that a section of Class III employees at its Bangalore office was on strike for 41 days from 21st August, 1987 to 30th September, 1987. A section of Class IV employees also struck work for a few days in support of the agitation of Class III employees. RBI has also intimated that the strike was sparked off following suspension of three activists of the local association due to noisy and violent demonstration in the Manager's Chamber and was not against any corrupt officers/corrupt practices.

Over-Utilisation of Ganga Water

2078. PROF. RAMKRISHNA MORE:
SHRI BANWARI LAL PUROHIT:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the self cleaning capacity of Ganga which is three times higher than the other rivers in the world is decreasing due to over utilisation of its resources; and

(b) the steps contemplated to effectively utilise its water resources in a time bound programme?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRIMATI KRISHNA SAHI): (a). The self-cleaning capacity of a river depends on a variety of factors like its physico-chemical, biological characteristics, influence of the sun, aquatic life and speed and quantum of flow. So far, there has been no quantitative measure for the self-cleaning capacity of a river.

(b) Availability of assured water resource is taken into account in formulation of utilisation projects.

[*Translation*]**Housing Loan Account Scheme of
National Housing Bank**2079. SHRI VILAS MUTTEMWAR:
SHRI S.D. SINGH :

Will the Minister of FINANCE be
pleased to state:

(a) whether a new scheme of Housing
Loan Account (HLA) is being introduced by
the National Housing Bank,

(b) if so, the date from which the
Scheme will come into operation;

(c) the outlines of the Scheme and ar-
eas to be covered there under;

(d) the number of persons likely to be
provided loan every year under the Scheme
and the number of those belonging to lower
income groups likely to be benefited
thereby; and

(e) the steps taken to ensure that loan is
made available to people without difficulty
and corruption?

THE MINISTER OF STATE IN THE
DEPARTMENT OF ECONOMIC AFFAIRS
IN THE MINISTRY OF FINANCE (SHRI
EDUARDO FALEIRO): (a) to (e). The infor-
mation is being collected and will be laid on
the Table of the House to the extent pos-
sible.

[*English*]**World Bank Aided Irrigation Projects of
Karnataka**

2080. SHRI G.S. BASAVARAJU: Will
the Minister of WATER RESOURCES be
pleased to state:

(a) the irrigation projects of Karnataka
aided by the world Bank;

(b) the projects not cleared and the
objections raised thereon by the Bank; and

(c) whether Union Government pro-
pose to intervene in the matter and get the
objections of the Bank cleared?

THE MINISTER OF STATE IN THE
MINISTRY OF WATER RESOURCES
(SHRIMATI KRISHNA SAHI): (a) The fol-
lowing irrigation projects of Karnataka were/
are aided by the World Bank:

<i>Name of the Project</i>	<i>Period</i>	<i>Present position</i>
(i) Karnataka Irrigation Project	August 1978 to March 1986	Closed
(ii) Karnataka Tanks Irrigation Project	March 1981 to March 1989	On-going
(iii) National Water Management Project (as one of the participating States)	May 1987 to March 1994	On-going

(b) and (c). Negotiations for the Upper
Krishna Irrigation Project Phase-II were held

with the World Bank in November, 1988 for
possible Bank assistance. The agreements

for Bank group assistance for this project are expected to be signed on presentation of a revised resettlement and rehabilitation plan to the Bank.

Revival of Lapsed Policies

2081. SHRI K. PRADHANI: Will the Minister of FINANCE be pleased to state:

(a) whether the Life Insurance Corporation has been advertising revival of lapsed policies;

(b) whether high interest is being charged on lapsed policies;

(c) if so, the steps being taken to lessen the interest burden;

(d) whether it is proposed to allow revival of lapsed policies of small policy holders without charging any interest; and

(e) if no, the reasons for not doing so?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) Yes, Sir.

(b) to (e). No, Sir. The Corporation charges only 9% rate of interest on the arrears of premium, which is quite low. Moreover, a concession of 25% of the interest with a maximum of Rs. 100/- is being granted during the current special revival campaign. This concession will benefit small policy holders to a large extent. There is no proposal to allow revival of lapsed policies of small policyholders without charging any interest.

Slums on Railway land in Bombay

2082. SHRI SHARAD DIGHE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the issue of providing civic amenities in slums located on lands owned by the Railways in Bombay was discussed recently between the Union Government and State Government at the level of the Ministers as well as high officials; and

(b) if so, the outcome of these discussions?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) and (b). Yes, Sir. Certain strategies have been mutually agreed upon, as per which the Railways may grant 'no objection' certificate for provision of civic amenities in slums located on railway lands which are surplus to their requirements, subject to fulfilment of some conditions, which include shifting of hutments from the prescribed safety zones and resettling them elsewhere.

Group Insurance Scheme for Landless Labourers

2083. DR. DATTA SAMANT: Will the Minister of FINANCE be pleased to state:

(a) the number of landless labourers who have received benefits from Group Insurance Scheme of the Life Insurance Corporation from August, 1987 to December, 1988; and

(b) the number of landless labourers who enrolled themselves for this scheme during the above period?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) The number of landless labourers who have received benefits from Group Insurance Scheme of Life Insurance Corporation of India from August, 1987 to December, 1988 is 21,000.

(b) The number of landless labourers covered (estimated) as intimated by various States/Union Territories is 1.17 crores.

Plans to Raise Exports by Industrial Houses

2084. SHRI H.N. NANJE GOWDA:
SHRI BANWARI LAL PUROHIT:
SHRI SHANTILAL PATEL:

Will the Minister of COMMERCE be pleased to state:

(a) whether Government have asked the industrial houses to evolve long term corporate plans to raise exports;

(b) if so, the details of the guidelines issued in this regard;

(c) the details of new ways suggested to boost exports; and

(d) to what extent the target of exports will be achieved and by when?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI P.R. DAS MUNSI): (a) Yes, Sir.

(b) Large houses have been urged to evolve long-term corporate plans to increase exports to meet the challenges of international marketing. The industry was advised not merely to think in terms of seeking facilities from the Government but to make sustained efforts to increase exports.

(c) The industry has suggested streamlining of the policy relating to MRTP/FERA regulations, Joint Ventures, High Freight Costs, Cash Compensatory Support Scheme, International Prices Reimbursement Scheme etc.

(d) The export target for 1988-89 has

been fixed at Rs. 18795 crores and it is likely to be achieved within the current financial year.

Manned gate at Gandhi Gang (Bidar)

2085. SHRI NARSING SURYAWANSHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is long standing demand to provide or reopen manned gate near Gandhi Gang (Bidar station) on South Central railway line between Secunderabad and Parli Vaijnath line;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) to (c). There has been a demand for re-opening of the level crossing, which was closed after construction of a road-under-bridge in lieu of it. The Railways can undertake this work, if the State Government agrees to meet the financial liability as per extant rules.

[Translation]

Laheria Sarai- Kusheshwarasthan Railway Line

2086. SHRI RAM BHAGAT PASWAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal for construction of railway line from Laheria Sarai to Kusheshwarasthan in view of public demand and difficulties being faced by the local population; and

(b) if so, the details thereof and if not the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) No, Sir.

(b) Acute constraint of resources and heavy commitments on hand.

Small Saving Deposits In U.P.

2087. SHRI HARISH RAWAT : Will the Minister of FINANCE be pleased to state:

(a) the total deposits in Uttar Pradesh through small savings during 1988-89; and

(b) the percentage of deposits made available to the State as loan and assistance for developmental works?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO) : (a) The total net deposits in Uttar Pradesh through small savings excluding Public Provident Fund collections through Bank branches during 1988-89 (upto Dec.88) were Rs.511 crores.

(b) Three-fourth of net collections through small savings in a State is sanctioned as long term loans to that state.

Complaints Against Senior Managers/ Directors of State Bank of Patiala

2088. SHRI HARISH RAWAT : Will the Minister of FINANCE be pleased to state:

(a) whether Government have received complaints against senior manager/Directors of the State Bank of Patiala;

(b) if so, the details thereof;

(c) whether any enquiry has been made into these complaints; and

(d) if so, the conclusions thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). According to the information made available by State Bank of Patiala, during 1989, they received one anonymous complaint, where charges of indulging in corruption over the promotion of clerical staff to officers grade by the senior officers /ex-Directors were made.

(c) and (d). The Chief Vigilance Officer had enquired into the matter and the allegations were found to be baseless.

English]

SCICI Assistance to Fishing Units

2089. SHRI SOMNATH RATH:

SHRI T. BALA GOUD:

Will the Minister of FINANCE be pleased to state:

(a) whether the Shipping Credit and Investment Company of India (SCICI) is aware of the deep crisis in the fishing industry, involving under employment of thousands of workers;

(b) the measures the SCICI propose to take to grant relief to the small units in fishing industry;

(c) whether any suggestions regarding measures to rehabilitate the existing units in fishing industry have been received;

(d) if so, the details thereof; and

(e) the reaction of Government thereto?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) to (e). The Ship-

ping Credit & Investment Company of India Limited has reported that it has received applications from 24 fishing companies assisted by erstwhile SDFC for considering grant of moratorium on collection of loan instalments. As requisite information for considering the application for moratorium was not initially furnished by the Companies, SCICI has sought for additional information. SCICI took up for appraisal the cases of those companies which furnished the requisite information and has given to assessment in respect of two companies.

On the basis of the appraisal carried out by SCICI of the two cases, it has been decided to allow reshedulement of repayment of loan instalments by the two companies.

Baguha Irrigations Project of Orissa

2090. SHRI SOMNATH RATH: Will the Minister of WATER RESOURCE be pleased to state:

(a) when the Baguha Irrigation Project of Orissa was sent to Union Government;

(b) whether the execution work on this project is going satisfactorily; and

(c) if not, the reasons therefor and the action being taken for the early completion of this project?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRIMATI KRISHNA SAHI): (a) to (c). The on-going Baguha Medium Irrigation Project, cleared in April 1983 is not monitored by the Centre

Passenger Amenities at Madan Mahal Railway Station

2091. SHRI AJAY MUSHRAN : Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to shift the godowns from Madan Mahal railway station to ease congestion;

(b) if so, the details thereof and the time by which the same is likely to be done;

(c) whether there is a proposal for construction of a new platform at this station in view of the difficulties being faced by passengers on account of heavy traffic and lack of space; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) There was a proposal but it has been kept in abeyance for want of adequate funds.

(b) to (d). Do not arise.

Rural Banks' Branches in Tamil Nadu

2092. SHRI P.R.S. VENKATESAN : Will the Minister of FINANCE be pleased to state:

(a) the number of rural banks' branches in Tamil Nadu at present, district-wise;

(b) whether Government propose to open more branches of rural banks in Tamil Nadu; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) The information is being collected and will be laid on the Table of the House to the extent possible.

(b) and (c). Under the current Branch Licensing Policy for 1985-90, in the State of Tamil Nadu, Reserve Bank of India (RBI)

upto 31.1.1989 has allotted 53 rural centres to 3 Regional Rural Banks (RRBs) for opening branches as per details given below:-

<i>Names of RRBs</i>	<i>No. of centres allotted</i>
Pandyan Gramin Bank	11
Adhiyaman Gramin Bank	23
Vallalar Gramin Bank	19
Total	53

[Translation]

Printing of Diaries by State Bank of Indore

2093. SHRI RAJ KUMAR RAI: Will the Minister of FINANCE be pleased to state:

(a) whether Government had issued directions to public sector banks for not incurring expenditure on printing of diaries, calenders, greeting cards etc;

(b) whether the State Bank of Indore has got printed "Exclusive Diaries" for the year 1989; if so, the details thereof;

(c) whether prior permission from the Reserve Bank of India had been obtained for printing these diaries; and

(d) if not, the action taken against those bank officers who did not follow Government directions?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) Government had, in November, 1988, allowed banks to print calendars/diaries for 1989 as per their commercial judgement.

(b) State Bank of Indore has reported

that it has not printed "Exclusive Diaries" for the year 1989. It has printed only normal diaries for its staff and clients.

(c) Prior permission from Reserve Bank of India is not necessary for printing of diaries.

(d) Does not arise.

[English]

Examination of Report "Aspects of Black Money in India"

2094. SHRI C. JANGA REDDY: Will the Minister of FINANCE be pleased to state:

(a) whether the suggestions of the National Institute of Public Finance & Policy in its report "Aspects of Black Money in India" were examined by a Committee of Secretaries of Economic Ministries, if so, its observations, findings and recommendations;

(b) the response of the concerned Ministries (each separately) and of the States thereto;

(c) the findings of the above Report and the recommendations of the Committee about the requirement, use and generation of black money in elections and what specific steps have been taken/proposed to curb the use of black money in elections; and

(d) whether almost all political parties urged Government to take effective steps in this regard and if so, Government's action plan in response thereto?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE, IN THE MINISTRY OF FINANCE (SHRI A.K.PANJA): (a) and (b). The suggestions of the National Institute of Public Finance & Policy in its report titled 'Aspects of the Black Economy in India' have been examined by

the Finance Ministry and the suggestions relating to the other Ministries and State Governments were forwarded to them for taking appropriate action. The Central Board of Direct Taxes is primarily concerned with the major problem of tax evasion for which several far-reaching effective steps like rationalisation in tax rates, simplification and rationalisation of the tax laws and procedures and stepping up deterrent measures have been taken.

It was not considered necessary to set up a separate machinery for co-ordinating with other Ministries and State Governments for the purpose of implementing the recommendations of the report as it would not be easy for the machinery to assess the outcome or the impact of the implementation of the recommendations as the problem of black money is multidimensional and the estimation of black money is beset with a number of complexities.

(c) In the aforementioned report the measures recommended for discouraging tax evasion included inter-alia that there should be a "floor level" state funding of election expenses of candidates for the Lok Sabha and State Assemblies. These suggestions were highlighted and conveyed to the Chief Election Commissioner; Secretary, Ministry of Home Affairs and Secretary (Legislative), Ministry of Law for examination.

The Income-tax Department carries out searches and surveys, deep scrutiny of cases of suspected tax fraud, imposition of penalty for concealment of income and wealth and prosecution of tax evaders which help in curbing generation of black money and this in turn, reduces the extent of black money for use for various purposes. Further Section 13 A of the Income-tax Act exempts certain incomes of political parties if the prescribed conditions are fulfilled. Recently

an amendment was made to the Indian Companies Act, 1956 to permit companies to make donation to political parties subject to certain conditions.

(d) During debate in the Parliament, it has been urged that steps should be taken for state funding of elections as a means to curb and control money power in elections. This matter, however, requires careful study as it is not sure whether the state funding of elections will be solution to eliminate the influence of money power in elections apart from the heavy cost involved in state funding.

Over-bridges in Kerala

2095. SHRI K.P. UNNIKRISHNAN : Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway over-bridges under construction in Kerala and in what stage of construction is work at each of these sites,

(b) the details of plan and estimates of other proposals already sanctioned;

(c) new proposals, if any, received by the Railway authorities; and

(d) priority given by the Kerala Government for these proposals and forwarded to the Railways?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). The details of 4 road-over bridges in replacement of busy level crossings sanctioned/under construction in Kerala are furnished below. The bridge proper is to be executed by the Railways and its approaches by the State Government.

<i>S.No.</i>	<i>Details of work</i>	<i>Estimated cost (Rs. in lakhs)</i>	<i>Progress/remarks</i>
1.	Road-over bridge near Calicut (Francis Road)	134.60	Bridge proper: 98% Approaches : 83%
2.	Road-over bridge near Kuttipuram	254.60	Bridge Proper: 98% Approaches: Not yet started
3.	Road-over bridge between Wodakancherry and Mulangunnathukavu	61.38	Bridge proper: 10% Approaches: Not yet started.
4.	Road-over bridge near Tellicherry	129.90	Plans/estimate are under finalisation Jointly with the State Government.

(c) and (d). The following priorities have been indicated by the Kerala Government in regard to road-over bridges to be taken up in future.

However, no firm proposal has so far been received from the State Government for any of these works.

Passenger Amenities at Dahod

- (i) Road-over bridge at Feroke.
- (ii) Road-over bridge at Ernakulam Marshalling yard.
- (iii) Road-over bridge between Idapally and Ernakulam town.
- (iv) Road-over bridge at Payyanur.
- (v) Road—over bridge near Wadakancherry at Km. 15/6-7.
- (vi) Road-over bridge at Cherode on National Highway No. 17
- (vii) Road-over bridge at Nattoor.

2096. SHRI SOMJIBHAI DAMOR: Will the Minister of RAILWAYS be pleased to state:

(a) whether platform sheds, office accommodation and length of platform etc. are inadequate at Dahod railway station;

(b) if so, whether in view of difficulties being faced by passengers, Government propose to extend these facilities at this station; and

(c) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) to (c). At Dahod railway station, the platform shed and office accommodation are adequate. The length of the platform is adequate for trains of upto 18 coaches. A proposal has been drawn up for extension of the platforms to accommodate 22-coach trains, which are likely to be introduced in future.

Transportation of Foodgrains by FCI

2097. SHRI RAMESHWAR NEEKHARA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Food Corporation of India (F.C.I.) despatch foodgrains by rail from Punjab and Haryana to other places;

(b) whether the booked wagons do not reach destination station because of diversion enroute as per instructions from the F.C.I. and no information is furnished either to the Booking station or the destination station resulting in non-delivery claims preferred by F.C.I.;

(c) whether Railways have to depute Commercial Inspectors for tracing the same; and

(d) if so, the steps proposed to be taken for rationalisation of the modus operandi of the Railways in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) Diversions, in some cases are done either on the request of the F.C.I. or due to the operational constraints of the Railways. Information regarding this is required to be furnished to all concerned for completion of commercial formalities. F.C.I. prefer claims for these undelivered wagons booked to the

original destination stations.

(c) A periodical reconciliation of undelivered wagons at the original destination station and excess delivered wagons at the diverted stations is done by Commercial Inspectors.

(d) Diversion is restricted to the barest minimum by booking foodgrains wagons to nodal points for further distribution by F.C.I.

[Translation]

Balance of Trade with China

2098. DR. CHANDRA SHEKHAR TRIPATHI: Will the Minister of COMMERCE be pleased to state:

(a) whether India-China trade is likely to increase this year as compared to previous years;

(b) if so, target fixed for India-China trade during the current year;

(c) whether the balance of payment was in favour of India last year; and

(d) if not, the reasons therefor and the remedial measures proposed by Government in this regard?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) Yes, Sir.

(b) No specific target has been fixed in the trade protocol signed with China in June, 1988 for the year 1988-89.

(c) and (d). No, Sir, This is due to the increased import of raw silk and yarn, beans and pea moong, antimony and alloys unwrought and chemical products etc. The following steps are expected to increase exports to China:-

- (a) Diversification of the basket of items of exports in the trade protocol to include more value added products and non-traditional items.
- (b) Exchange of delegations in specific areas and encouragement to respective trade organisations and traders to explore the possibilities of promoting bilateral trade and other forms of trade cooperation.
- (c) Participation in Trade Fairs/Exhibitions.
- (d) Holding meetings at the business level between FICCI and the Chinese Council for Promotion of International Trade.
- (e) Establishment of direct trade contacts between the business enterprises of the two countries.
- (f) Identification of sectors in which India can offer technologies to China.

[English]

**Loans Advanced by Nationalised Banks
Branches in Ahmedabad**

2099. SHRI HAROOBHAI MEHTA: Will the Minister of FINANCE be pleased to state:

(a) the number of applications for loans forwarded with recommendations by the Social Welfare Department of the Government of Gujarat to various nationalised banks in their Ahmedabad branches during the last two calendar years;

(b) the number of applications dealt with by 31 December, 1988 and the number of applications sanctioned;

(c) the total amount of loans sanctioned in pursuance of the aforesaid applications; and

(d) the general nature of reasons for the rejections of the applications for loans.?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). Reserve Bank of India have reported that the number of applications recommended for loans by Social Welfare Department to various nationalised banks in Ahmedabad during the years 1987 and 1988 were 6,593 and 5,091 respectively. Out of these, 2,366 and 1,022 applications had been sanctioned.

(c) The information is being collected and will be laid on the Table of the House to the extent possible.

(d) The main reasons for the rejection of applications were incomplete appraisal by Social Welfare Department, ineligibility of the applicants for loans, lack of necessary information and non-viability of the activities for which loans had been applied for.

[Translation]

Bridge on Phaphamau Allahabad route

2100. SHRI RAM PUJAN PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether construction work of a bridge parallel to Curzon bridge on Phaphamau-Allahabad railway line of Northern Railway is proposed to be taken up immediately after the sanction is accorded for the same;

(b) if so, by what time;

(c) whether Allahabad Development

Authority had started construction activities on Railway land on Southern side of bridge; and

(d) if so, the reasons for stopping the construction activities there?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) The work is already sanctioned and tenders for its execution have also been invited.

(b) The work will commence as soon as the tenders are finalised.

(c) Yes, Sir.

(d) The land in question is required for construction of approach to the proposed new bridge.

Rural Banks

2101. **SHRI BALWANT SINGH RAMMOOWALIA:**
SHRI DINESH GOSWAMI:

Will the Minister of FINANCE be pleased to state:

(a) whether the attention of Government has been drawn to the news-item captioned "Rural banks in bad shape; study" appearing in the Financial Express of 23 November, 1988;

(b) if so, the reaction of Government thereon; and

(c) the details of the proposed scheme of Government to bring about improvements accordingly?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) to (c). Yes, Sir.

The Reserve Bank of India has taken a number of steps to facilitate disbursement of rural credit which inter-alia include simplified application forms in regional languages for small borrowers, fixation of time-limit for disposal of loan applications, necessary powers to Branch Managers to help borrowers of weaker sections, non-insistence on third party guarantee, fixation of specific week days for disbursement of loans and surprise checks by Senior Officers on those days, observance of non public business working day in a week.

Demand and Production of Gold

2102. **SHRI BALWANT SINGH RAMMOOWALIA:**
DR. P. VALLAL PERUMAN:

Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that despite the enforcement of the Gold (Control) Act in the country about 25 years ago, there has not been expected fall in the demand of gold;

(b) if so, the reasons therefor and the remedial measures taken;

(c) the annual demand and production of gold;

(d) the price of gold in the national and international market during 1988 and 1989, separately; and

(e) the reasons for the steep rise in gold prices?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K.PANJA): (a) to (c). Since gold is not an essential commodity Government have not estimated the demand of gold in the Country.

However the year-wise domestic production of gold in the country has been as follows:-

<i>Year</i>	<i>Domestic production of gold</i>
1985	1852.7 kgs
1986	1931.1 Kgs
1987	1864.2 Kgs
1988	1942.7 kgs

(d) The price of 10 gms . of gold of 24 carat purity in Rupees according to reports received averaged as follows:-

<i>Year</i>	<i>Bombay market price</i>	<i>London market price</i>
	1988	3202947
Jan'	1989	3258965
Feb'	1989	3261901

(e) The main factors responsible for the rise in prices of gold generally are:-

1. Seasonal demand on account of marriages, etc.
2. Shortage of ready-stock.
3. Effective anti-smuggling measures resulting in the fall of contraband arrivals.
4. Higher overseas prices of gold.
5. The fall in the value of Dollar

6. Prices of gold are highly sensitive to speculations.

[English]

Non-Resident Indians House Building Activities in Karnataka

2103. SHRI VEERENDRA PATIL: Will the Minister of FINANCE be pleased to state:

(a) whether it has been brought to the notice of Government that a few Non-resident Indians have formed Associations in Karnataka to carry on the House building activities;

(b) if so, whether Non-Resident Indians are permitted to invest in the real estate business under the Foreign Exchange Regulation Act;

(c) whether these Associations are registered as Private or Public Limited Companies and whether permission of the Reserve Bank has been sought and secured before establishing these Associations in our country; and

(d) if not, whether any action has been taken for violating the Foreign Exchange Regulation Act by these Associations?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) No specific information is available with us about several such associations having been formed. However, certain allegations in respect of alleged violations of FERA against one such association by the name of "NRI Housing Association (Karnataka) Pvt. Ltd.", were received by the Directorate of Enforcement.

(b) Non-Resident Indians are not per-

mitted to invest in real estate business as per existing policy provisions of the Govt.

(c) The allegations in respect of NRI Housing Association (Karnataka) Pvt., Ltd. are being looked into. RBI's approval under FERA is not required if there is no non-resident interest in such associations which may have company status under law. What status, whether private or public limited company, a particular association has can only be determined after actual verification.

(d) As stated earlier, inquiries are in progress

West Coast Konkan Railway Project

2104. PROF. MADHU DANDAVATE: Will the Minister of RAILWAYS be pleased to state:

(a) whether a fresh survey of the West Coast Konkan railway from Apta to Mangalore has shown a better return and economic viability;

(b) if so, whether the construction of this railway line will be expeditiously extended beyond Roha;

(c) whether the railways propose to allow the necessary funds to be raised through public borrowings through bonds; and

(d) within what period is the construction of the entire West Coast Konkan railway from Apta to Mangalore likely to be completed?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) and (b). The West Coast Line has already been extended from Apta to Roha. Fresh survey conducted for Mangalore Roha new BG Rail Line has shown that the project is viable. The proposal has been sent to Planning Commis-

sion for consideration and clearance. The Commission has since cleared Mangalore-Udupi section for construction and the same has been included in the Budget of 1989-90.

(c) There is no such proposal.

(d) Taking up of remaining length from Udupi to Roha and the completion of the entire line will depend on clearance by the Planning Commission and availability of resources.

1st Class Quota in Delhi-Bangalore Trains

2105. SHRI V.S. KRISHNA IYER : Will the Minister of RAILWAYS be pleased to state:

(a) the quota of 1st class berths for Bangalore City railway station in the trains for Delhi-Bangalore route;

(b) whether it is inadequate to cope with the needs of the passengers at this station;

(c) if so whether Government propose to increase the quota of 1st class berths for Bangalore City railway station in Delhi bound trains; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) The following 1st Class reservation quotas (including Emergency, Defence and Foreign Tourist Quotas) are available at Bangalore City railway station for New Delhi:

905 Karnataka Express (3 days in a week)—
38 berths

927 Karnataka Express (4 days in a week)—
36 berths

(b) Some passengers are left on the waiting list.

(c) and (d). The quota is being increased to 40 First Class berths from 1.5.89 on all days. Further increase is not possible due to limited availability of accommodations.

Suspension of Senior Executives of Nationalised Banks

2106. SHRI RAM BAHADUR SINGH: Will the Minister of FINANCE be pleased to state:

(a) whether fifteen senior executives from four nationalised banks have been suspended;

(b) if so, the details thereof and the reasons therefor;

(c) whether any enquiry has been ordered into the matter; and

(d) if so, the findings thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) to (d). Reserve Bank of India has reported that four nationalised banks have placed under suspension 8 of their employees, including one Assistant General Manager, in connection with the case relating to permitting of unauthorised withdrawals against clearing cheques resulting in kite-flying operations at the Vashi (Bombay) Branch of Andhra Bank. The Central Bureau of Investigation, which is investigating this case, has not so far submitted its findings in the matter.

[*Translation*]

Construction of Pucca Drains on Indira Gandhi Canal Project Phase-I

2107. SHRI MANPHOOL SINGH CHAUDHARY: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether pucca drains were constructed during the first phase of Indira Gandhi Canal Project;

(b) the agencies through which these drains were got constructed;

(c) the percentage of cost to be borne by farmers on this account;

(d) the total cost of construction of these drains and interest paid thereon separately;

(e) whether more than half of the portion of these drains has broken due to the defective construction and design of these drains; and

(f) whether it is a fact that construction of pucca drains up to the fields of farmers was started five years after the Command Area Development Authority had obtained money from the bank?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRIMATI KRISHNA SAHI): (a) Only pucca water courses were constructed during Phase-I of Indira Gandhi Nahar Project and no pucca drain was constructed.

(b) The agency involved in the construction was command Area Development Authority, Indira Gandhi Nahar Project, CAD, Bikaner.

(c) 100% of the cost of the water courses was incurred by the farmers in Phase-I.

(d) Cost of construction was Rs. 3313 lakhs.

(e) There were some minor defects in 310 chaks and major defects in 40 chaks, which have been rectified subsequently at Government cost.

(f) While most of the lined water courses were constructed in the stipulated period, there was some delay in the construction of some of the water courses.

[English]

Suggestion of FIEO for Export promotion

2108. SHRI BANWARI LAL PUROHIT:
SHRI RAMKRISHNA MORE:

Will the Minister of COMMERCE be pleased to state:

(a) whether the Federation of Indian Export Organisation (FIEO) has urged Government to put one per cent of the foreign exchange earned from exports at the disposal of diplomatic missions to give our exports an added impetus; and

(b) if so, Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI P.R. DAS MUNSI): (a) Yes, Sir.

(b) It is under the consideration of the Government.

French Assistance

2109. SHRI KAMAL NATH : Will the Minister of RAILWAYS be pleased to state:

(a) whether some French Company has

recently completed a feasibility study of running trains at 250 kilometer per hour;

(b) if so, the name of the company and the sector on which the study was carried out;

(c) the financial implications involved; and

(d) whether this project will be taken up in collaboration with the French Company?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Pre-feasibility report has not been submitted.

(b) SOFRERAIL (an Undertaking of French Railway) are conducting the study in association with RITES (an Undertaking of Indian Railways). The study is for high speed corridor between Delhi and Kanpur.

(c) For the study, 3.3. French francs (approx. Rs. 70 lakhs) to be borne by the French Government and Rs. 8 lakhs approximately to be borne by Government of India towards local costs.

(d) Does not arise in view of reply to part (a).

Loans to EOUs by Financial Institutions

2110. SHRI SHANTILAL PATEL:
SHRI S.M. GURADDI:

Will the Minister of COMMERCE be pleased to state:

(a) whether the proposal for providing long term loans at concessional rates to Export Oriented Units (EOUs) to boost the exports has been accepted by the financial institutions:

(b) if so, the details thereof; and

(c) the number of applications received and cleared?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI P.R. DAS MUNSI): (a) to (c). Under a scheme of export incentives operating from April, 1987, 100% Export Oriented Units are eligible for a rebate of 20% of the interest payable on their Rupee loans, subject to a floor interest rate of 10% p.a. Besides, 100% EOU's are also entitled to the above rate during the construction period not exceeding two years. Applications for loans are received by the Banking and financial institutions situated all over the country under the jurisdiction of both the State and Central Governments and in the Co-operative sector. Institution-wise details are not maintained in this behalf by the Central Government.

Import of Copper by MMTC

2111. SHRI C. MADHAV REDDI: Will the Minister of COMMERCE be pleased to state:

(a) whether Government have decided to allow increased imports of copper by the Minerals and Metals Trading Corporation (MMTC); and

(b) if so, the quantity imported so far in 1988-89 and projected imports in 1989-90?

THE MINISTER OF COMMERCE

(SHRI DINESH SINGH): (a) and (b). The Inter-Ministerial Committee headed by DGTD has projected import of copper for 1989-90 at the same level as for 1988-89. Actual quantum of imports by Minerals & Metals Trading Corporation of India Limited (MMTC) will, however, depend on the amount of foreign exchange released for the purpose and the international prices of copper. 53.750 tonnes of copper has been imported by MMTC upto the end of January, 1989 during 1988-89.

Trade Agreements with Poland, GDR and Czechoslovakia

2112. SHRI S.M. GURADDI: Will the Minister of COMMERCE be pleased to state:

(a) whether India has signed bilateral trade agreements with Poland, Czechoslovakia and the German Democratic Republic (GDR) for 1989;

(b) if so, the salient features thereof; and

(c) the expected trade turnover with these countries in 1989?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI P.R. DAS MUNSI): (a) to (c). While no trade agreements have been signed with these countries, Annual Trade Protocols for 1989 have however, been signed. The trade protocols provide for the trade turnover as under:

(Rs. in Crores)

	Imports	Exports	Total trade turnover
Poland	371	315	686
Czechoslovakia	290	290	580
GDR	300	280	580

The list of items of exports to these countries include Agricultural products, Minerals & ores, textiles, leather & leather products, chemicals & allied products, engineering goods etc. and the import list include machinery equipment, steel and allied products, non-ferrous metals, fertilizers, chemicals and pharmaceutical products etc.

With a view to diversifying the trade with these countries, a number of new items have been added in the Trade Plans. In the export list these include Manganese ore, paints, varnishes, enamels, polyester staple fibre, workers overalls, basic drugs and pharmaceuticals and granite. The new items added in the import list include petro-chemicals, old ships for scrapping, scrap materials, equipment for tyre production, machinery for production of bricks, TV picture tubes including TV guns, high rise stackers for automotive sectors, equipment for high vacuum technique freeze drying and micro-lithographic equipment for chip production etc.

[Translation]

Illegal Advancing of Loans by State Bank of India

2113. SHRI VIJAY KUMAR MISHRA: Will the Minister of FINANCE be pleased to state:

(a) whether several cases of illegal advancing of loans by the State Bank of India during January 1986 to May 1987 have come to the notice of Government;

(b) if so, the details thereof; and

(c) the action taken against the officers involved therein?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) State Bank of

India has reported that no case of illegal advances during the period January, 1986 to May, 1987 has come to its notice.

(b) and (c). Do not arise.

[English]

Visit of Trade Delegation to China

2114. SHRI T.V. CHANDRASHEKHARAPPA: SHRI G.S. BASAVARAJU:

Will the Minister of COMMERCE be pleased to state:

(a) whether an Indian trade delegation visited China in February, 1989;

(b) if so, whether any trade agreement between the two countries has been reached; and

(c) if so, the features thereof?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) No, Sir.

(b) and (c). Do not arise.

Seizure of Heroin

2115. SHRI PRAKASH CHANDRA: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that huge quantity of heroin is being smuggled into India from Pakistan borders for a long time;

(b) if so, the details thereof, and

(c) the estimated quantity and value of heroin seized during the last six months?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K. PANJA): (a) and (b). In recent years, signifi-

cant quantities of heroin of Near and Middle East origin, which includes Pakistan, have been seized in the country mainly in the Indo-Pak. Border Sector. The quantities of heroin seized during the last three years and

upto February, 1989 indicating the quantities of Golden Crescent origin within brackets and their percentage of the total seizures of heroin, are given below:

<i>Name of drug</i>	<i>1986</i>	<i>1987</i>	<i>1988</i>	<i>1989 (upto Feb.)</i>
	<i>(Quantity in Kilograms)</i>			
Heroin	2,621	2,747	2,984	686
	(2,296)	(2,301)	(2,433)	(640)
	87.6%	83.7%	81.5%	93.3%

(c) In the last six months from September, 1988 to February, 1989, 1,785 Kgs. of heroin were seized.

No precise value of the seized drug can be furnished as this is dependent upon various factors like purity, place of origin, local demand and supply position, etc.

Release of Grant for Bombay Slums

2116. SHRI GURUDAS KAMAT: Will the Minister of FINANCE be pleased to state.

(a) whether Government propose to release the Rs.50 crores grant allotted for Bombay slums to Maharashtra on the recommendations of Eight Finance Commission; and

(b) whether Union Government will ensure completion of the scheme undertaken with this grant?

THE MINISTER OF STATE IN THE DEPARTMENT OF EXPENDITURE IN THE MINISTRY OF FINANCE (SHRI B.K. GADHV¹): (a) The Ninth Finance Commission in their First Report for 1989-90 have recommended a grant of Rs. 50 crores to the Govt. of Maharashtra for slum clearance and

environmental improvement of slums and provision of basic amenities in the city of Bombay, on the condition that instalments of the grant may be released on the basis of 50:50 sharing of expenditure at each stage by the State Govt.

(b) The Government of Maharashtra has been requested to formulate schemes in this regard and get them approved by the Govt. of India for implementation in 1989-90.

Closure of Regional Office of C.G.W.B. in Trivandrum

2117. SHRI VAKKOMPURUSHOTHAMAN: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether a Regional Office of the Central Ground Water Board (C.G.W.B.) is presently functioning in Trivandrum;

(b) whether a decision was taken by Government to close down this office;

(c) if so, the reasons therefor;

(d) whether the State Government of Kerala has appealed to Union Government to set up a permanent Regional Directorate

of the Board in the State to provide adequate support for scientific development of ground water resources in the State, and

(e) if so, the response of Union Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRIMATI KRISHNA SAHI): (a) No, Sir.

(b) and (c). Does not arise.

(d) Yes, Sir.

(e) Before taking a decision in the matter, it has been decided that the entire structure and organisation of the Central Ground Water Board is studied afresh by a Committee constituted for the purpose.

Outstanding Advances of Nationalised Banks

2118. SHRI H.M. PATEL: Will the Minister of FINANCE be pleased to state;

(a) the total outstanding advances of the nationalised banks at the end of 1985, 1986, 1987 and 1988;

(b) the details thereof, year-wise and bank-wise;

(c) the details of the efforts made to recover these advances; and

(d) the amount of advances recovered in the following year out of the advances given in the previous year during the period mentioned in part (a) above?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). As per the data received from Reserve Bank of India outstanding advances of Public Sector Banks as on the last Friday of 1985, 1986, 1987 and 1988 are given in the statement below.

(c) and (d). In order to improve the recovery of overdues, banks have been advised to take measures like strengthening of the organisational structure, adopting of schematic appraisal systems, post lending supervision and launching of recovery drives with the help of State Government. Banks have also been advised to create separate 'Recovery Cell' for a cluster of nearby branches for continuous and effective supervision. The percentage of overdues to outstanding advances of 28 public sector banks as at the end of December 1985, December 1986 and December 1987 was 14.2%, 15.9% and 17.4% respectively.

STATEMENT*(Amount in Rs. crores)*

		27.12.85	26.12.86	25.12.87	30.12.88
<i>Name of the Bank</i>					
1		2	3	4	5
1.	State Bank of India	12855.16	14163.39	16196.87	18824.28
2.	State Bank of Bikaner & Jaipur	618.01	680.63	779.57	1022.10
3.	State Bank of Hyderabad	619.75	744.11	814.08	1072.19
4.	State Bank of Indore	294.76	389.23	496.24	650.00
5.	State Bank of Mysore	487.94	539.70	651.50	731.39
6.	State Bank of Patiala	564.75	710.31	759.67	896.93
7.	State Bank of Saurashtra	349.52	382.37	399.50	500.69
8.	State Bank of Travancore	632.29	748.92	889.76	983.19
9.	Allahabad Bank	1004.09	1117.37	1296.06	1678.19
10.	Andhra Bank	887.04	1062.36	1123.52	1300.67

1	2	3	4	5
11. Bank of Baroda	2761.19	3182.75	3576.27	4053.20
12. Bank of India	2896.36	3482.81	3890.16	4768.90
13. Bank of Maharashtra	955.06	1110.29	1259.09	1404.30
14. Canara Bank	3360.81	3904.84	4443.22	4930.85
15. Central Bank of India	3196.83	3601.79	3746.94	4128.30
16. Corporation Bank	447.73	512.46	564.77	656.94
17. Dena Bank	945.89	1003.28	1113.99	1371.78
18. Indian Bank	1291.26	1497.11	1759.34	2341.07
19. Indian Overseas Bank	1481.21	1683.65	1873.51	2177.13
20. New Bank of India	582.57	695.34	751.69	926.40
21. Oriental Bank of Commerce	528.06	610.92	728.14	978.98
22. Punjab National Bank	3003.35	3588.63	4197.75	5126.64
23. Punjab & Sind Bank	691.28	766.91	815.28	954.21

1	2	3	4	5
24. Syndicate Bank	2130.78	2484.11	2466.40	2701.75
25. Union Bank of India	1775.80	1945.99	2057.36	2232.98
26. United Bank of India	1520.19	1569.19	1561.77	1763.43
27. UCO Bank	1563.31	1724.25	1911.39	2394.33
28. Vijaya Bank	604.41	731.08	846.36	1188.06
Total	48040.40	54633.79	60970.19	71759.02

Data are Provisional

[*Translation*]

Afforestation on railway routes in Rajasthan

2119. SHRI VIRDHI CHANDER JAIN: Will the Minister of RAILWAYS be pleased to state the names of railway lines on which afforestation work has started under the afforestation scheme, and the progress made and the amount spent thereon so far?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): Railway Lines in Rajasthan along which afforestation has been taken up:

Northern Railway: Bikaner-Ratangarh, Suratgarh-Munabao, Hanumangarh-Sadulpur, Sadulpur-Rampura Beri, Hanumangarh-Suratgarh, Anupgarh-Sarupsar, Jodhpur-Munabao, Samdari-Bhildi, Luni-Marwar Junction, Raikabagh-Jaiselmer, Raikabagh-Phulera, Merta Road-Bikaner, Degana-Ratangarh, Pipar Road-Bilara, Merta Road-Merta City and Makrana Parbatsar.

Western Railway: Ratlam-Ajmer, Kota-Chittaurgarh (New Line), Kota-Mathura, Jaipur-Loharu, Jaipur-Phulera, Phulera-Rewari, Nagda-Kota and Kota-Bina.

About 25.4 lakh trees have been planted and an expenditure of Rs. 55.5 lakhs incurred by Railways so far.

[*English*]

Trivandrum Model Railway Station

2120. SHRI A. CHARLES: Will the Minister of RAILWAYS be pleased to state;

(a) the amount allotted for the construction of Trivandrum model railway station during 1988-89;

(b) the amount utilised for the purpose during the year;

(c) whether the Railway authorities have requested the Government of Kerala for surrendering about one acre of railway land now occupied by the KSRTC; and

(d) if so, the stage at which the matter stands?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Rs. 25.57 lakhs.

(b) The total amount of Rs. 25.57 lakhs is likely to be spent during 1988-89

(c) Yes, Sir.

(d) The matter is still under correspondence with the State Government of Kerala.

Kerala Resentment to Recommendations of Ninth Finance Commission

2121. SHRI T. BASHEER: Will the Minister of FINANCE be pleased to state;

(a) whether Kerala Government has expressed deep resentment on the recommendations of the Ninth Finance Commission regarding its share in the Central revenue; and

(b) if so, the details thereof and Union Government's reaction thereto?

THE MINISTER OF STATE IN THE DEPARTMENT OF EXPENDITURE IN THE MINISTRY OF FINANCE (SHRI B.K. GADHVI): (a) Yes, Sir.

(b) Share of Kerala in the total transfer to the States as per the recommendations of the Ninth Finance Commission is 3.01% as compared to 3.27% under the recommenda-

tions of the Eighth Finance Commission.

As is the usual practice, the Central Government has accepted most of the recommendations of the Finance Commission.

Report on EOUs and FTZs

2122. SHRI MOHANBHAI PATEL: Will the Minister of COMMERCE be pleased to state;

(a) whether the Indian Council of Research and International Economic Relations was asked to give its recommendation on 100 per cent Export Oriented Units (EOUs) and Free Trade Zones (FTZs) in 1986;

(b) the highlights of the report submitted by the Council; and

(c) its views regarding selling 25 per cent of production in the Domestic Tariff Area by the units in Export Processing Zones?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI P. R. DAS MUNSI): (a) The Indian Council for Research on International Economic Relations New Delhi, was asked to conduct a study on the working of Export Processing Zones (EPZs) in 1986.

(b) The main recommendations made in the study were:

- i) The objective of the EPZs should be three-fold; to earn foreign exchange; attract foreign investment and provide employment;
- ii) there is need for an EPZ Authority to provide single window clearance;
- iii) infrastructural facilities should

eater to the requirements of the foreign investor;

- iv) the tax holiday should be extended to 10 years;
- v) export to RPA countries should not be discouraged and are important for the economy's overall welfare.

(c) It was recommended that the production of EPZ units should not be permitted to be sold in DTA with or without duty but that there should be no ceiling on sales to DTA against valid import licences for General Currency Area.

[Translation]

Assistance by Banks to SCs and STs in Madhya Pradesh

2123. SHRI KAMMODILAL JATAV: Will the Minister of FINANCE be pleased to state;

(a) whether Government have received complaints regarding extension of facilities by banks under the 20-Point Programme to the people belonging to Scheduled Castes and Scheduled Tribes in Madhya Pradesh;

(b) if so, the details thereof; and

(c) the action proposed to be taken by Government in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) to (c). The present data reporting system does not generate information in the manner asked for. However, representations regarding non-sanction of loans, delay in disbursements etc whenever received are referred to the concerned authorities for necessary corrective

action and for providing redressal to the complainants. The public sector banks as at the end of June, 1988, have provided a total assistance of Rs.690.65 crores through 13.78 lakh accounts under new 20-point programme in the State of Madhya Pradesh. The share of SC/ST was nearly 23% in the State of Madhya Pradesh under new 20-Point Programme against all India a percentage of 18.5 for the corresponding period.

[English]

Irregular Running of Kerala Express

2124. SHRI GEORGE JOSEPH MUNDACKAL: Will the Minister of RAILWAYS be pleased to state;

(a) the punctuality percentage of super fast Kerala Express Trains during the last three months; and

(b) the steps taken for prompt running of the trains?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) 31.3%

(b) The punctuality will improve soon as the large scale electrification works on the North-South route are completed.

Scrutiny and Audit of Peerless by Reserve Bank of India

2125. KUMARI MAMATA BANERJEE: Will the Minister of FINANCE be pleased to state;

(a) whether sometime back the Reserve Bank of India carried out a special scrutiny and audit of the activities of the Peerless General Finance and Investment Company;

(b) if so, whether the audit was simulta-

neously conducted in a number of regional and branch offices of the Company; and

(c) whether on the basis of special scrutiny and audit the Reserve Bank of India has finalised any report and if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). Reserve Bank of India has reported that it has carried out an inspection of Peerless General Finance and Investment Company Ltd. under section 45N of the Reserve Bank of India Act, 1934 at the Head Office of the Peerless General Finance and Investment Company at Calcutta. Four Regional Offices of the Company located at Calcutta, Bombay, New Delhi and Madras and a few branches were also inspected.

(c) Reserve Bank of India has also reported that it has called for the comments of M/s Peerless General Finance and Investment Company Ltd. on its findings. The Reserve Bank of India will take a final view on receipt of comments from the Company.

Construction of Big Dams

2126. SHRI HARIHAR SOREN: Will the Minister of WATER RESOURCES be pleased to state;

(a) the number of big dams constructed so far in the country;

(b) the length and the capacity of those dams; and

(c) the dams under construction in the country which are either expected to be completed by the end of the Seventh Five Year Plan or will be in the advanced stage of completion?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRIMATI KRISHNA SAH): (a) and (b). 30 dams constructed in the country have a height of more than 100 meters or have a storage capacity of more than 1000 million cubic meters varying in length from 336 to 10400 meters.

(c) 21 major dams are in advance stage of construction. 4 of these are likely to be completed in the Seventh Plan period.

Production of Tea

2127. DR. PHULRENU GUHA: Will the Minister of COMMERCE be pleased to state;

(a) whether Tea production in the country reached an all time high last year; and

(b) if so, the details thereof?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) and (b). Yes, Sir. Tea Production in India has reached on all time high level of 700.28 M.Kgs. in 1988 as compared to previous high level of 674.30 M.Kgs. during 1987.

Late Running of Sayaji Nagari Express and Passenger Amenities in 28 up Vadodara Express

2128. SHRI RANJITSINGH GAEKWAD: Will the Minister of RAILWAYS be pleased to state;

(a) whether it is a fact that newly introduced Sayaji Nagari Express, a day train between Baroda to Bombay is reaching late back to Vadodara in the evening which consequently affects departure of 28 UP Vadodara Express from Baroda at night;

(b) whether it is also a fact that the coaches for 28 UP Vadodara Express re-

main uncleared and water tanks in latrines remain empty;

(c) if so, the number of the days during last three months on which Sayaji Nagari Express arrived late back to Vadodara in the evening with reasons therefor; and

(d) the steps proposed to be taken to regularise the operation of the Sayaji Nagari Express and Vadodara Express?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAY (SHRI MADAVRAO SCINDIA): (a) No, Sir.

(b) No, Sir.

(c) The train was introduced on 31.12.1988. During January and February, 1989, the train arrived late at Vadodara on 6 occasions due to reasons like alarm chain pulling, unusual occurrences etc.

(d) Regular monitoring is being done.

[Translation]

Locker Facility in Private Companies

2129. SHRI SHANTI DHARIWAL: Will the Minister of FINANCE be pleased to state:

(a) whether attention of Government has been drawn to the fact that private companies are also providing locker facility like safe deposit lockers being provided by the commercial banks;

(b) if so, whether the use of such lockers is illegal;

(c) if so, whether any action is proposed to be taken by Government against such companies;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) to (e). Government are aware that a few companies are providing locker facilities to members of the public. Reserve Bank of India has reported that the provision of locker facility like safe deposit values is not a "banking activity". There is no prohibitive provision under the Banking Regulation Act, 1949, to regulate the business of safe deposit vaults being carried out by private concerns. Any company can, therefore undertake this activity if so empowered by its objects clause in the memorandum of association.

[English]

Stoppage of Fast Running Trains at Jaipur-Keonjhar

2130. SHRI ANADI CHARAN DAS: Will the Minister of RAILWAYS be pleased to state;

(a) whether passenger traffic at Jaipur-Keonjhar railway station warrants stoppage of super-fast trains at this station;

(b) if so, whether Government propose to provide stoppage of these trains at this station; and

(c) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) to (c). Looking to the traffic requirements, stoppage of 21/22 Dhauli Superfast Express has been provided. Besides, 9 pairs including 7 pairs of Mail/Express trains also stop at this station.

[Translation]

Demands of Income Tax Officers/ Officials

2131. SHRI KALI PRASAD PANDEY: Will the Minister of FINANCE be pleased to state:

(a) whether the Income Tax officers/officials took out a procession on 23rd February, 1989 from Central Revenue Building to Boat Club in support of their 15-Point demands and requested the Government to implement them;

(b) if so, the main demands of the employees and the demands which have been accepted by Government and the demands which have not been accepted with reasons therefor; and

(c) whether Government propose to cancel summary assessment scheme of computerisation, if so, since when and if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K. PANJA): (a) It is a fact that a section of Income Tax Officers and officials took out a procession on 23rd February, 1989 from Central Revenue Building to Boat Club in support of their demands.

(b) The main demands consist of scrapping of summary assessment scheme and dis-continuance of computerisation. These demands have not been accepted, as they are against the Government's policy.

(c) The Government does not propose to discontinue the use of computers for purposes of making summary assessments because this work can be handled far more efficiently through computers than through manual process.

[English]

**Bank Loans to People affected by
Rains and Floods in Punjab**

2132. SHRI KAMAL CHAUDHRY: Will the Minister of FINANCE be pleased to state:

(a) whether Union Government have asked the nationalised banks in Punjab to give fresh loans for rehabilitation of people affected by the heavy rains and floods in Punjab in September, 1988;

(b) if so, the details of procedure adopted for distribution of such loans;

(c) the number of applicants who applied for such loans, district-wise; and

(d) the number of applicants who were granted the loans and the total amount of loans given, district-wise?

THE MINISTER OF STATE IN THE
DEPARTMENT OF ECONOMIC AFFAIRS

IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). Instructions were issued by Reserve Bank of India in November, 1988 to all scheduled commercial banks to extend relief and rehabilitation assistance to the persons affected by heavy rains and floods in various States including Punjab. The banks were advised to extend financial assistance to the affected persons as per the procedures laid down in its standing guidelines of August, 1984 and to pay special attention to the requirements of weaker sections who were affected. Banks were also advised to grant housing finance as per RBI's existing guidelines.

(c) and (d). Reserve Bank of India has reported that the present data reporting system from banks does not generate information asked for. However, the activity-wise details of number of applications received and granted loans and amount disbursed for the State of Punjab as a whole as reported by Punjab National Bank, the Convenor Bank, State Level Bankers Committee, Punjab is as under:—

(Rs. in lakhs)

	<i>No. of Applications received</i>	<i>No. of Applicants granted loans</i>	<i>Amount disbursed</i>
Scheme for repair/reconstruction of houses	368	209	10.71
Scheme for reclamation of sand-casting/eroded land	1937	589	68.46
Scheme for minor irrigation/restoration of tube wells	216	31	1.58
Scheme for repair of tractors	3	3	0.09

**Irrigation Projects of Punjab pending
for Clearance**

2133. SHRI KAMAL CHAUDHRY: Will the Minister of WATER RESOURCES be pleased to state:

(a) the details of irrigation projects for which Punjab Government has sought approval of Union Government during the year 1988-89;

(b) the details of the projects approved

so far; and

(c) the details of the project still awaiting approval;

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRIMATI KRISHNA SAHI): (a) to (c). During the year 1988-89 the Government of Punjab submitted only one major and one medium irrigation scheme for approval by Planning Commission. The major irrigation scheme envisaged providing irrigation facilities to an area of 15,666 ha. in the erstwhile State of Malerkotla at a cost of Rs. 485 lakhs. This report was returned to the State Government as it was not prepared according to the guidelines of the Central Water Commission. The medium irrigation scheme meant for providing sub-surface drainage in a CCA of 4748 ha. in the South Western districts of the State at a cost of Rs. 1001 lakhs was accepted by the Advisory Committee in January 1989 subject to the condition that provision of betterment levy and replacement of proposed paddy crop with maize would be considered by the State Government.

Bank Dacoities

2134. SHRI ANOOP CHAND SHAH: Will the Minister of FINANCE be pleased to state:

(a) whether the number of dacoities in banks have increased during 1988;

(b) the number of bank dacoities during 1988; and

(c) the steps taken to safeguard public money and banking staff?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). As per

available information, 91 and 88 incidents of bank robberies/dacoities were reported by public sector banks in India during the years 1987 and 1988 respectively.

(c) Bank robberies/dacoities, to a considerable extent, depend on the general security environment in the locality. Banks, however, have been taking steps to improve their security arrangements so as to offer as little inducement as possible to miscreants to rob banks and also to deter them. As this is a continuous process, security measures implemented by public sector banks are being reviewed from time to time and whenever further improvements are considered necessary, requisite guidelines/instructions are given to the banks. Depending on the risk factor involved, steps have been taken to appoint security guards, instal appropriate alarm systems, etc. in branches. Further, in order to motivate bank employees, the general public and the police to resist robbers/dacoits a scheme for giving rewards is in operation.

Trade Pacts with USSR

2135. SHRI PRATAPRAO B. BHOSALE: Will the Minister of COMMERCE be pleased to state:

(a) whether certain pacts to strengthen bilateral economic and commercial relations with Soviet Union have been signed recently;

(b) if so, the details thereof;

(c) the areas to be benefited by these pacts;

(d) whether these pacts can explore the possibilities of further strengthening the bilateral economic and commercial relations between the two countries in future;

(e) if so, give details thereof; and

(f) if not, give reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI P.R. DASMUNSI): (a) to (f). Mrs. A.P. Miryukova, Alternate Member of Politburo and Deputy Chairman of the Council of Ministers of USSR visited India officially recently from 13th to 19th February, 1989. During her visit four joint venture agreements were finalised in principle between Indian private sector organisations and Soviet Enterprises. These were in the areas of leather processing, tannery and jute. The concerned organisations now have to submit their proposals under the prescribed procedures for approval from their respective Govts. During the above visit a Memorandum was also signed between Ministry of Commerce and Ministry of Foreign Economic Relations of USSR for cooperation in increasing export of Indian readymade garments. These agreements are to give boost to Indian exports of leather, textiles and light industry products.

Japanese Investment in India

2136. SHRI SRIKANTHA DATTA NARASIMHARAJA WADIYAR: Will the Minister of COMMERCE be pleased to state:

(a) whether Government have expanded economic cooperation with Japan;

(b) if so, the investment made by Japan in different project, trade in the country and vice-versa;

(c) how many Japanese companies have made investment in India; and

(d) the details thereof?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) Yes, Sir.

(b) During 1988, 96 proposals for for-

ign collaboration with Japanese firms were approved. Of these, 16 proposals involved financial participation by Japanese companies amounting to Rs. 17.42 crores. There is only one wholly owned Indian subsidiary in Japan in the field of marine products involving Indian equity investment of Yen 20 million.

(c) and (d). Details of approved collaboration proposals such as name of the Indian company, foreign collaborator area of collaboration etc. are published by India Investment Centre as a supplement to their monthly newsletters, copies of which are available in Parliament Library.

Special Hill Compensatory Allowance to Central Government Employees

2137. PROF. NARAIN CHAND PARASHAR: Will the Minister of FINANCE be pleased to state:

(a) whether Central Government employees and their Unions working in the hill areas not having a height of 1000 metres above mean sea level have again requested Government for the sanction of Special Hill Compensatory Allowance on account of the high cost of living in these areas;

(b) if so, the decision taken by Government on their request; and

(c) if not, the likely date by which any decision would be taken?

THE MINISTER OF STATE IN THE DEPARTMENT OF EXPENDITURE IN THE MINISTRY OF FINANCE (SHRI B.K. GADHVI): (a) Yes, Sir.

(b) The 4th Pay Commission had recommended that the Government may consider extending the Composite Hill Compensatory Allowance to places surrounded by Hills but not qualifying for the allowance

under the existing height criterion, if these are not already covered by the scheme for grant of Special Compensatory Allowance and if the conditions there are comparable with those of adjoining hill stations. Efforts have been made in consultation with the State Governments to identify the areas which fulfil the conditions laid down by the Pay Commission. However, it has not been possible to identify any such area so far. It has therefore not been possible to sanction Composite Hill Compensatory Allowance in areas surrounded by hills on the basis of the recommendations of the Pay Commission.

(c) Does not arise.

Rail Coach Factory-Kapurthala

2138. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAY be pleased to state:

(a) whether the Rail Coach Factory at Kapurthala has achieved its targets as per schedule announced by the Government at the time of the launching of the project;

(b) if so, the number of coaches manufactured till the end of February, 1989 and the targets for this period; and

(c) if not, the reasons therefor and the steps taken to retain the original targets?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir. The first coach was turned out as per schedule announced earlier.

(b) 100 coaches have been manufactured against the target of 100 coaches upto Feb., 1989.

(c) Does not arise.

Derailments of Kerala Bound Trains

2139. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of RAILWAYS be pleased to state the number of derailments of Kerala bound trains during January/February, 1989?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): Statistics of railway accidents and related information are maintained railway zone-wise and not State-wise.

Tax Exemption to Sports Persons

2140. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of FINANCE be pleased to state:

(a) whether the top sports persons are granted income-tax exemption;

(b) if so, the criteria thereof; and

(c) the details of the top sports persons who were granted the Income-tax exemption during 1987-88 and 1988-89?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K. PANJA): (a) Although certain awards for proficiency in sports and games (that is, awards instituted by the Central Government or by any State Government or approved by the Central Government) are exempt from income-tax under section 10 (17A) of the Income-tax Act, professional income or any other income derived by sports-persons is not exempt from income-tax.

(b) and (c). In view of answer to part (a), do not arise.

Investment from Gulf Countries in Indian Industries

2141. SHRI R.M. BHOYE: Will the Minister of FINANCE be pleased to state:

(a) whether any of the Gulf countries have offered to make big petro dollar investment in some of our industries; and

(b) if so, the extent of such offer and the industries that have benefited or are going to be benefited by such investment?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). Investment from Gulf countries has already taken place in some of our important manufacturing ventures. Similar proposals for investments continue to be received from time to time. Recently the Kuwait Fund has agreed to give a loan of 7 million Kuwaiti Dinars to finance the Kerala Fisheries Development Project. Such proposals from Gulf sources are welcome in terms of the policy announced in the Press Note dated the 28th October, 1980 given in the Statement below.

STATEMENT

PRESS INFORMATION OFFICER GOVERNMENT OF INDIA

Press Note

Promotion of Investment from OED Countries

Suggestions have been received from time to time that the Government of India could create additional facilities to promote investment in the country from Oil Exporting Developing Countries. These countries have large financial resources. However, opportunities for investment within their own countries are relatively limited and they look

for investment opportunities outside. There is also the policy that Developing Countries could cooperate among themselves in a mutually beneficial manner.

2. Foreign Investment has been viewed by the Government of India as a vehicle for transfer of technology not indigenously available or to promote export-oriented production. While Oil Exporting Developing Countries have substantial surplus financial resources, they may not have the type of technology which the country needs. It is therefore decided that foreign investment proposals from these countries need not be associated with transfer of technology from the equity holder and that such investments may be of a portfolio nature. The idea is that many priority areas like fertilisers, cement, petrochemicals, paper and pulp etc. involve large financial outlays and growth of these sectors could reduce import dependence. In some ventures, there would be scope for export-oriented production catering either to the Oil Exporting Developing Countries or to other countries in Europe etc. The scope for raising foreign currency loans as a result of such a cooperation has also been taken into account by the Government.

3. Within the framework of the investment policy of the Government, it has been decided to provide the following facilities:—

- (a) Investment from oil exporting developing countries may be permitted in new companies even if it is in the nature of portfolio investment
- (b) Such investments should not exceed 40 per cent in the equity.
- (c) The new companies should be export-oriented or should undertake manufacturing activities covered under Appendix I of the Industrial Policy of 1973.

- (d) Investment on the aforesaid pattern may be allowed in hotels.
- (e) Investment may also be allowed in new hospital projects and such hospitals should have adequate provision for outdoor and emergency medical service to the general public and also for a minimum percentage of occupancy by Indian public.
- (f) Loans should also be allowed to be raised abroad for such joint ventures provided the terms are reasonable.

4. Applications seeking to promote Indian ventures availing of these facilities may be made to the Secretariat for Industrial Approvals in the Ministry of Industry and all such applications will be decided by the Project Approval Board in a composite manner.

Ministry of Finance (Department of Economic Affairs)

New Delhi, Kartika 6, 1902 (October 28, 1980)

Stock Exchange at Bhubaneswar

2142. SHRIMATI JAYANTI PATNAIK: Will the Minister of FINANCE be pleased to state:

(a) whether Union Government have approved the State Government of Orissa's proposal to set up a Stock Exchange at Bhubaneswar; and

(b) if so, when the Stock Exchange is expected to be set up at Bhubaneswar?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) Government

have conveyed approval in principle to the Bhubaneswar Stock Exchange Association Ltd., for the establishment of a Stock Exchange at Bhubaneswar.

(b) The aforesaid organisation has still to submit the required application and other relevant documents for recognition.

Passenger amenities at Barang Railway Station

2143. SHRIMATI JAYANTI PATNAIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether the passenger amenities are inadequate at Barang railway station (Orissa);

(b) whether there is need to raise a developed platform and also to provide good waiting room and other facilities as are available at every good station; and

(c) if so, the steps taken by Government in that regard?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) No, Sir.

(b) The existing amenities, namely, low level platform, waiting hall/room, cover over platform, drinking water facilities, toilet facilities, foot over bridge, etc. provided at the station are considered adequate for the present level of traffic.

(c) Does not arise.

Smuggling of Groundnut Oil out of India

2144. SHRI E. AYYAPU REDDY: Will the Minister of FINANCE be pleased to state:

(a) whether a large quantity of Ground-

nut Oil is smuggled to Pakistan, Middle East and Arabian countries every-year;

(b) if so, the estimated quantity smuggled to Pakistan and other countries during the last two years; and

(c) the steps taken to prevent such smuggling?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K. PANJA): (a) to (c). Available reports and seizures made do not indicate any smuggling of groundnut oil from India to Pakistan, Middle East and Arabian countries.

Since smuggling is a clandestine activity, it is not feasible to estimate the quantity of groundnut oil being smuggled to Pakistan and other countries. The Government is firmly resolved to combat smuggling activities. For this purpose, the anti-smuggling drive has been intensified. This has resulted in a considerable increase in seizures of contraband over the years as given in the table below:—

<i>Year</i>	<i>Value of seizures (Rs. in crores)</i>
1986	217.52
1987	251.47
1988*	443.15

*Figure is provisional.

Loans for Rural Housing Schemes by Scheduled Banks

2145. SHRI ANANTA PRASAD SETHI: Will the Minister of FINANCE be pleased to state:

(a) whether the scheduled banks have

been instructed to advance loans for rural housing schemes; and

(b) if so, the number of rural housing schemes under which scheduled banks have given loans during the last three years, year-wise and State-wise?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). Reserve Bank of India has reported that it has not issued any specific instruction to Scheduled Commercial Banks for rural housing schemes but general instructions have been issued from time to time for providing housing loan to individuals/group of individuals all over the country including rural areas. The funds earmarked for 'housing' from the banking sector for the year ending December, 1988 were Rs. 225 crores for the country as a whole. This amount has been raised to Rs. 300 crores for the year ending December, 1989.

World Bank Credit for Export Promotion

2146. SHRI S.B. SIDNAL:
SHRI SHANTILAL PATEL:

Will the Minister of FINANCE be pleased to state:

(a) whether India is currently negotiating with the World Bank for credit for promotion of exports;

(b) if so, whether the same has been agreed to by the World Bank; and

(c) the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) to (c). The World

Bank is currently providing a loan of \$ 250 million for Industrial Export (Engineering Products) Project. Discussions are being held with the World Bank officials for a possible loan for another Export Development Project.

Trade Agreement with USSR

2147. SHRI S.B. SIDNAL:
SHRI SHANTILAL PATEL:

Will the Minister of COMMERCE be pleased to state:

(a) whether India and USSR have signed a trade agreement during 1989;

(b) if so, the main aspects of the trade agreement; and

(c) the extent to which the trade and commerce between India and USSR will be boosted?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI P.R. DASMUNSI): (a) to (c). While India and USSR have not signed any trade agreement during 1989, the Annual Indo-USSR Trade Plan for 1989 was signed on 16th Nov., 1988 in New Delhi. The 1989 Annual Trade Plan envisages a trade turnover of Rs. 7000 Crores comprising of Rs. 3800 Crores of exports from India to USSR and Rs. 3200 Crores of imports from USSR to India. This would represent a growth of about 35% over the previous year.

The export list includes the items such as Agricultural products, Minerals and ores, chemicals and allied products, leather and leather manufactures, textiles, engineering goods, etc. and the import list consist of items like machinery and equipment, crude oil and petroleum products, fertilizers, chemicals and pharmaceutical products,

steel products, non-ferrous metals, etc.

The Trade Plan for 1989 has further been diversified by addition of a number of new items such as non-ferrous castings and forgings, abrasive goods, analyzers for quality control of agricultural products, machinery & equipment for the textile and leather industries, components for tractors, sports shoes, razor blades, detergents, decorative plastics, etc. in the export list and benze, pig iron, equipments and materials for the Indian Railways, etc. in the import basket.

Industrialisation Scheme in Karnataka

2148. SHRI S.B. SIDNAL: Will the Minister of FINANCE be pleased to state:

(a) whether any assistance has been provided by Union Government to Karnataka to implement their 'industrialisation scheme' under which Karnataka State Financial Corporation would adopt some villages; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). Industrial Development Bank of India (IDBI) has reported that Karnataka State Financial Corporation has adopted four villages namely Thekkalakota in Bellary district, Sirwara in Raichur district, Kamalapura in Gulbarga district and Manahalli in Bidar district on a pilot basis.

Various types of units in the 4 villages have been financed by KSFC under normal IDBI refinance schemes and Government subsidy wherever available as per the norms provided in each scheme.

Aid from Australia

2149. **SHRI S.B. SIDNAL:**
SHRI G.S. BASAVARAJU:

Will the Minister of FINANCE be pleased to state:

(a) whether during the Australian Prime Minister's visit to India, Australia has agreed to provide aid;

(b) if so, the total amount agreed to; and

(c) the names of the projects on which this aid will be utilised?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) to (c). A Memorandum of Understanding (MOU) has been signed with the Government of Australia on the 10th February, 1989, for provision of concessional loans to finance development projects in India. The objectives of the MOU are to:—

(a) ensure effective procedures for funding projects which have been agreed as important in India's development program; and

(b) facilitate the use of Australian goods and services for developmental purposes through concessional finance packages.

According to the provisions of this MOU the Australian International Development Assistance Bureau (AIDAB) will offer a Development Import Finance Facility (DIFF) grant of not less than 35 percent (or such other percentages as may be required by the Organisation for Economic Co-operation and Development (OECD) Consensus) of the 'eligible contract value'.

No separate agreement for the financial package or the projects to be financed by the aid has yet been signed.

Setting up of Irrigation Finance Corporation

2150. **SHRI P. KOLANDAIVELU:**
SHRI M. RAGHUMA REDDY:
SHRI SRIBALLAV PANI-
GRAHI:
SHRI DHARAM PAL SINGH
MALIK:
SHRI P.M. SAYEED:
SHRI PRAKASH CHANDRA:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether Government propose to set up an Irrigation Finance Corporation to finance the nationally important irrigation projects;

(b) if so, its main functions and the time by which it is likely to be set up; and

(c) whether the necessary approval has been accorded by the Ministry of Finance and the Planning Commission in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRIMATI KRISHNA SAHI): (a) and (b). Setting up of Irrigation Finance Corporation to provide adequate financial assistance to nationally important projects is under consideration. As the matter has a bearing on a number of Centre-State issues including devolution of funds, no definite time frame can be indicated.

(c) The proposal is still in the formulation stage and has not, as yet, been put up to the Ministry of Finance and the Planning Commission for clearance.

Loan to Bombay Burmah Trading Corporation

2151. SHRI P. KOLANDAIVELU: Will the Minister of FINANCE be pleased to state:

(a) whether the Unit Trust of India released rupees one crore as unsecured loan to the Bombay Burmah Trading Corporation;

(b) whether the Kacchaldara Trading Corporation Limited is a subsidiary investment company of the Bombay Burmah Trading Corporation;

(c) whether the loan amount was transferred to the Kacchaldara Trading Corporation Limited;

(d) whether such transfer is permissible under the relevant Rules; and

(e) if not, the action proposed to be taken by Government in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) Unit Trust of India (UTI) had released Rs. one crore as unsecured deposit/loan to Bombay Burmah Trading Corporation.

(b) Yes, Sir.

(c) UTI had placed deposit with Bombay Burmah Trading Corporation Limited only, for its general business.

(d) Under Section 370 (2) of the Companies Act, 1956, loans made by holding company to its subsidiary are exempt from the provisions of Section 370 (1) of the Companies Act, 1956.

(e) Does not arise in view of reply to (d) above.

Industrial Licensing

2152. SHRI BALASAHEB VIKHE PATIL:
SHRI V. TULSIRAM:

Will the Minister of COMMERCE be pleased to state:

(a) whether Government are considering to remove industrial licensing to promote exports;

(b) if so, the details of long term plan in this regard; and

(c) the details of industries from which the protection will be removed?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI P.R. DAS MUNSI): (a) and (b). Government has liberalised the industrial licensing policy by exempting the licensed undertakings to obtain a licence for production in excess of licensed capacity provided excess production is for export. In addition, undertakings who have obtained a firm export order are exempted from obtaining an industrial licence provided it is a one time operation and the entire production covered by such permission is meant for export.

(c) Does not arise.

Anti-Smuggling Operations

2153. SHRI ANIL BASU: Will the Minister of FINANCE be pleased to state:

(a) the number of anti-smuggling operations carried out during 1988 and 1989, so far;

(b) the number of those operations which yielded only seizures; and

(c) the number of those operations in

which mastermind smugglers were nabbed and also seizures made?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K. PANJA): (a) to (c). The number of cases booked, value of contraband seized, number of persons arrested, number of persons

prosecuted including those who mastermind smuggling operations and the number of persons detained under the two preventive detention laws viz, Prevention of Illicit Traffic in Narcotic Drugs and Psychotropic Substances Act, 1988 and the Conservation of Foreign Exchange and Prevention of Smuggling Activities Act, 1974 including those who mastermind smuggling operations are given in the table below:—

	1988*	1989* (upto 27.2.89)
(i) Number of cases booked	62,293	3984
(ii) Value of seizures effected (Rs. in crores)	443.15	106.00
(iii) Number of persons arrested	3255	322
(iv) Number of persons prosecuted	2281	115
(v) Number of persons detained under Conservation of Foreign Exchange and Prevention of Smuggling Activities Act, 1974	1169	65
(vi) Number of persons detained under Prevention of Illicit Tra- ffic in narcotic Drugs and Psy- chotropic Substances Act, 1988	227	33

*Figures are provisional.

Opening of Bank Branches

2154. SHRI M. RAGHUMA REDDY:
SHRI PRAKASH CHANDRA:

Will the Minister of FINANCE be pleased to state:

(a) the number of bank branches opened during the last three years, year-wise, State-wise and bank-wise;

(b) the number of branches opened in the rural areas during the above period,

year-wise, State-wise and bank-wise; and

(c) the number of bank branches proposed to be opened during the next two years particularly in Nalgonda district of Andhra Pradesh?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). As per the information available with Reserve Bank of India (RBI), the details of total number of bank branches and rural branches opened

by scheduled commercial banks in the country during the last three years are indicated

below:—

<i>Year</i>	<i>Total number of branches</i>	<i>Rural branches</i>
1986	384	274
1987	1357	1278
1988	1212	944

The time and labour involved in preparing the statements showing year-wise, State-wise and bank-wise details of these branches may not commensurate with the results to be achieved.

(c) RBI has reported that under the current Branch Licensing Policy for 1985-90, 33 rural and semi-urban centres have been allotted to commercial banks for opening branches in Nalgonda District of Andhra Pradesh. RBI has advised the banks to open branches at these centres by the end of March, 1989 except in rare cases where even minimum infrastructure facilities are not available.

Export of Iron Ore to China

2155. SHRI SRIBALLAV PANIGRAHI: Will the Minister of COMMERCE be pleased to state:

(a) the quantum of iron ore exported to China in last three years;

(b) whether China has placed a fresh order for the export of iron ore;

(c) if so, the total quantum of iron ore proposed to be exported to China in 1988-89 and 1989-90; and

(d) the steps taken by the MMTC in that regard?

THE MINISTER OF COMMERCE (SHRIDINESH SINGH): (a) Quantum of iron ore, including iron ore concentrates and pellets, exported to China during the years 1985-86, 1986-87 and 1987-88 has been 3.59 lakh tonnes, 4.30 lakh tonnes and 3.77 lakh tonnes respectively.

(b) Yes, Sir. Minerals & Metals Trading Corporation of India Limited (MMTC) has signed a contract in February, 1989 for export of 2.4 lakh tonnes of iron ore during 1989.

(c) and (d). Minerals & Metals Trading Corporation of India Limited (MMTC) and Kudremukh Iron Ore Company Limited (KIOCL) expect to export about 1.72 lakh tonnes of iron ore, iron ore concentrates & pellets during 1988-89. MMTC has contracted for export of 2.4 lakh tonnes of iron ore during 1989-90. KIOCL has not yet signed any contract for export of iron ore concentrates & pellets to China during 1989-90.

Plan for Expansion of Seafood Trade

2156. SHRI SRIBALLAV PANIGRAHI: Will the Minister of COMMERCE be pleased to state:

(a) whether Government have drawn up a long term plan for the expansion of seafood trade;

(b) if so, the target set therein for the export of seafood;

(c) the amount proposed to be spent on the development of infrastructure to facilitate the expansion of seafood trade; and

(d) the details of the programmes drawn up in that direction?

THE MINISTER OF COMMERCE
(SHRI DINESH SINGH): (a) Government's

longterm strategy for the expansion of seafood trade inter alia include promotion of deep sea fishing, brackish water shrimp farming and production and export of value added items.

(b) The target set for export of seafood for 1988-89 is Rs. 580 crores and that for the terminal year of Seventh Plan is Rs. 700 crores.

(c) and (d). A Statement is given below.

STATEMENT

Details of the assistance proposed to be given by the Marine Products Export Development Authority (MPEDA) for infrastructure development

<i>Sl. No.</i>	<i>Name of the Scheme</i>	<i>Proposed for 1989-90 (Rs. lakhs)</i>
1	Subsidy for out-board motors	5.00
2.	Subsidy assistance to Seafood processors for upgrading the efficiency of plate freezers	5.00
3.	Subsidy for installation of generator sets	3.00
4.	Subsidy assistance for upgrading the efficiency of cold storages	3.00
5.	Subsidy for machinery and equipment for production of I.Q.F. Shrimp	25.00
6.	Subsidy for automatic flake/chip ice making machines	3.00
7.	Subsidy for refrigerated trucks	1.00

Minimum age for Marriage

scribed under various laws in the country;

2157. SHRI V. KRISHNA RAO: Will the Minister of LAW AND JUSTICE be pleased to state:

(b) whether the age limit so prescribed is in practice adhered to;

(a) the minimum age of marriage pre-

(c) if not, the percentage of marriages not conforming to the prescribed age; and

(d) the steps taken or contemplated to ensure compliance of laws in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ): (a) to (c). The minimum age of marriage prescribed under the Indian Christian Marriage Act, 1872, the Parsi Marriage and Divorce Act, 1936, the special Marriage act, 1954 and the Hindu Marriage Act 1955, in case of a male, is 21 years and, in case of a female, is 18 years. Muslim Law provides that any Muslim who has attained puberty can enter into a contract of marriage and any Muslim who has not attained puberty can be validly contracted into marriage by his or her respective guardian. The Child Marriage Restraint Act, 1929, which is applicable to all persons irrespective of their religion, prescribes the marriageable age in case of males as 21 years and in case of females as 18 years. There have, however, been cases of child marriages in violation of these Acts in some parts of the country on account of social traditions prevalent amongst certain section of the society. It would not be possible to give percentage of marriages not conforming to the prescribed age.

(d) A number of steps including stress on education have been taken for educating people about the consequences of the evil practice of child marriage through mass media, by involving voluntary organisations in the task and by other measures. This includes putting posters, radio programmes, exhibiting cinema slides, short documentary films on T.V., press posters, group discussions with rural women. etc.

Items Identified for Export

2158. SHRIMATI JAYANTI PAT-
NAIK:

SHRI JAGANNATH
PATTNAIK:

Will the Minister of COMMERCE be pleased to state:

(a) whether Government have identified the items in Orissa and other States having export potential;

(b) if so, the details of items identified in different States;

(c) the various channelising agencies for the export of those items; and

(d) the action plan drawn up to give a boost to the export of those items?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) (a) to (d). A Statement is given below.

In its effort to involve State Government in the export promotion activities, Ministry of Commerce had organised a Seminar to finalise the Action Plans, prepared by Trade Development Authority, for promotion of exports from Orissa, Bihar and Sikkim on February 1st and 2nd, 1989 at Bhubaneswar and to evolve a long-term export strategy. The action plans had sought to identify specific products having potential for exports, export worthy units in the concerned product groups and infrastructural facilities needed for back up support and had also suggested specific export developmental activities to be undertaken in the over-seas markets.

2. Some of the thrust products, identified for the State of Orissa are Handlooms, Ready-made garments, Leather products, Handicrafts, Soft-ware, cashew, Tea, Polished granite, Charge Chrome, Cotton yarn and products of tribal areas like Sal seeds, niger seeds, kendu leaves, tamarind, agar-battis, Sobai rope and marine products. The products identified for export promotion from Bihar are: Handlooms-cotton, Silk, woollen carpets and druggets; Leather manufactures; Mineral products; Electronics including computer software, Fruits, both fresh and processed; Ready-made garments; and

Handicrafts. For Sikkim, Tea, Large Cardamom and Ginger, Exotic Liquors, Cottage Industries, products such as carpets, wood carvings, etc. and Light Engineering Products have been suggested for export promotion.

3. Various State and Central level agencies like Export Promotion Corporations/Directorates, Trade Development Authority, State Trading Corporation, Minerals & Metals Trading Corporation, trade and industry etc. have been identified to implement Action Plan.

Compensation to Accident Victims

2159. SHRI AJOY BISWAS: Will the Minister of RAILWAYS be pleased to state:

(a) the number of dependents of the persons killed and injured in train accidents during 1988 who applied for compensation;

(b) the number of cases finalised by the Ad hoc Claims Commissioner of Southern Railway and ex-officio Claim Commissioner of other Railways; and

(c) the reasons for delay in finalising the compensation cases?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) 346 dependents of persons killed, 9 guardians of minors injured and 225 persons injured in train accidents in 1988 have preferred claim for compensation.

(b) and (c). 188 cases have been finalised by Ad-hoc Claims Commissioner, Quilon, Southern Railway. The balance cases are subjudice in the courts of Ad-hoc Claims Commissioner in Southern Railway and Ex-officio Claims Commissioners in other Railways.

Alleged Malpractices in Recruitment

2160. SHRI SAMBAJIRAO KAKADE: Will the Minister of RAILWAYS be pleased to state:

(a) the number of cases pending with Government since 1983 about reported large-scale malpractices indulged in recruitment by Railway Service Commission from Several headquarters;

(b) whether several of these cases pertain to the conduct of examination and selection of candidates;

(c) if so, the details thereof;

(d) whether it is a fact that a Member Secretary of the Railway Service Commission, Bombay was suspended in August 1982; and

(e) whether the C.B.I. enquiry has been completed in this case?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Fifteen (15).

(b) Yes, Sir.

(c) Malpractices detected include alteration/manipulation of marks, copying, wrong evaluation of answer books, inclusion/deletion of wrong candidates in the merit list, swapping of answer books, etc.

(d) The then Member Secretary, Railway Service Commission/Bombay was suspended w.e.f. 3.9.1982.

(e) Yes, Sir.

Inter-Bank Participation on Risk Sharing

2161. SHRI PARASRAM BHARDWAJ: Will the Minister of FINANCE be pleased to state:

(a) whether the Reserve Bank of India has decided in principle that banks may introduce inter-bank participation on risk sharing and without risk sharing basis with a view to provide an equilibrating mechanism to even out short term surpluses and deficits and also to extend liquidity in the money market; and

(b) if so, the details regarding facilities and the extent to which improvement in the liquidity of banks and flow of credit to the various sectors of the economy is likely to be affected?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). Yes, Sir. Inter-Bank participations (IBPS) has been introduced with a view to providing an additional instrument for evening out short term liquidity within the Banking System. Accordingly, two types of IBPS — one on risk sharing basis and the other without risk sharing were introduced from December 31, 1988. The IBPS with risk sharing, intended to provide some flexibility in the credit portfolio of banks and to smoothen the working of consortium arrangements, can be issued for 91-180 days in respect of advances classified under Health Code No. 1 Status. The aggregate amount of IBPS under any account should not exceed 40 percent of the outstandings in the account at the time of issue. The rate of interest on such IBPS is to be determined between concerned banks subject to a minimum of 14 percent per annum.

The IBPS without risk sharing, intended to help even out short-term liquidity within the Banking System, have a tenure upto 90 days. The interest rate is to be determined by the two concerned banks subject to a ceiling of 12.5 percent per annum.

Misuse of OGL and Advance Licencing Facility

2162. DR. DATTA SAMANT: Will the Minister of COMMERCE be pleased to state:

(a) whether Government are aware of misuse of Open General Licence (OGL) system and Advance Licencing facilities;

(b) if so, in what way such facilities are being misused; and

(c) the number of such cases detected in 1988-89?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI P.R. DAS MUNSI): (a) Yes, Sir.

(b) and (c). CCI&E, New Delhi has detected 18 cases involving misuse of Advance licensing facility and 8 cases of misuse of OGL facility during 1988-89. Similarly, Regional Offices of CCI&E have also detected such abuses. Information in this regard is being collected and will be laid on the Table of the House

[*Translation*]

Railway Projects In U.P.

2163. SHRI HARISH RAWAT: Will the Minister of RAILWAYS be pleased to state:

(a) the project-wise amount proposed to be incurred during the year 1989-90 on the construction of various rail lines falling in Uttar Pradesh; and

(b) the percentage of amount likely to be incurred on construction works of Railways falling in Uttar Pradesh to the total amount to be incurred by the Railways on various works during 1989-90?

THE MINISTER OF STATE OF THE MADHAVRAO SCINDIA): (a) and (b). A
 MINISTER OF RAILWAYS (SHRI Statement is given below.

STATEMENT

Railway Projects in U.P.

(a) and (b).

<i>Name of the Project</i>	<i>Amount proposed to be incurred in 1989-90 (Rs. in Crores)</i>	<i>%age of the total amount be incurred by the railways</i>
1	2	3
<i>New Lines</i>		
1. Rampur-New Haldwani	5.00	
2. Mathura-Alwar (30 km in U.P.)	1.75 (Pro-rata allotment for U.P.)	
3. Guna-Etawah (28 km in U.P.)	1.61 (Pro-rata allotment for U.P.)	
Total =	8.36	3.34
<i>Gauge Conversions</i>		
1. Chhapra-Aunrihar (153 km in U.P.)	1.35 (Pro-rata allotment in U.P.)	
2. Varanasi-Bhatni	23.00	
3. Kashipur-Lalkua	1.00	
Total =	25.35	30.18
<i>Doublings</i>		
1. Rampur-Bareilly	1.60	
2. Balawali Bridge	2.80	
3. Moradabad-Rampur	7.00	
4. Lucknow-Kanpur	8.09	
5. Jaitwar-Manikpur (34 km in U.P.)	3.98 (Pro-rata allotment in U.P.)	
Total =	23.47	7.74

**Tanakpurghat-Bageshwar Railway
Route**

2164. SHRI HARISH RAWAT: Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey for Tanakpurghat-Bageshwar railway line is likely to be completed during 1989-90; and

(b) the amount proposed to be spent thereon during the said period?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) No, Sir.

(b) Rs. 4.87 lakhs.

[English]

Subernarekha Irrigation Project

2165. SHRISOMNATH RATH: Will the Minister of WATER RESOURCES be pleased to state:

(a) the progress made by the Subernarekha Irrigation Project so far;

(b) in how many phases it is to be completed and when the first phase will be completed;

(c) the share of different States for this project; and

(d) the aid provided by the World Bank so far to this project and the total aid to be provided?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRIMATI KRISHNA SAHI): (a) The progress reported upto December 1988 is, 63% on Chandil Dam, 22% on Icha Dam, 83% on Kitanaala Dam and ranging from 23% to 73% on other components of the project.

(b) This inter-State multi-purpose project is not contemplated in phases.

(c) As provided in the tripartite agreement, the costs of dams are shared on the basis of the storages allocated to each State, while the costs of other common works are shared on the cumec-km basis.

(d) Against the World Bank Assistance of US \$ 127 million, disbursement upto November, 1988 has been about US \$ 128.42 million.

Clearance to Irrigation Project of Orissa

2166. SHRISOMNATH RATH: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether Union Government have given clearance to Biluamarai Irrigation Project of Orissa;

(b) whether the Government of Orissa has sent any proposal for the construction of irrigation project at Nuapalli and Pipilapanka in the district of Ganjam; and

(c) if so, the action being taken to clear these projects?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRIMATI KRISHNA SAHI): (a) to (c). The projects have not been received at the Centre.

**World Bank Assistance for Harbhangl
Irrigation Project of Orissa**

2167. SHRISOMNATH RATH: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the main canal of Harbhangl irrigation project near Badagada in Orissa has not been completed so far;

(b) if so, the reasons therefor;

(c) the assistance provided by the World Bank so far; and

(d) the time by which it is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRIMATI KRISHNA SAHI): (a) Yes, Sir.

(b) The main reasons are delays in land acquisition and award of work and difficult terrain in a few reaches

(c) Total assistance received for a group of 18 medium irrigation projects including Harbhangi Project was US \$ 66.14 million.

(d) 1992-93 reported by the State Government.

Extension of Damoh-Kota Passenger Train upto Katni

2168. SHRI AJAY MUSHRAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have a proposal to terminate the Damoh-Kota passenger train at Katni instead of Damoh so as to connect this region with Rajasthan;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) No, Sir.

(b) Does not arise.

(c) Due to operational constraints.

Allotment of Lockers by State Bank of Indore

2169. SHRI RAJ KUMAR RAI: Will the Minister of FINANCE be pleased to state:

(a) whether the State Bank of Indore does not allot lockers to customers unless they deposit a certain amount with the bank as fixed deposit; and

(b) if so, the guidelines issued by the Reserve Bank of India in respect of allotment of lockers by the State Bank of Indore?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) State Bank of Indore has reported that its branches do not insist on fixed deposits for allotment of safe deposit lockers.

(b) Reserve Bank of India have issued instructions to all the public sector banks regarding allotment of lockers. These instructions provide that atleast 80% of the lockers should be allotted by banks on first-cum-first-served basis and the remaining 20% on business considerations. The instructions also provide that the banks should not insist on fixed deposits as a prerequisite for allotment of lockers. There will, however, be no objection to banks seeking a deposit (but not as a condition for allotment) from the applicant who has been allotted a locker to cover the annual rent of the locker from the interest on the deposit. In the alternative, advance payment of locker rent for a period of 3 years may be collected from the locker holder.

Fraud in State Bank of Indore, Head-Office Indore in Madhya Pradesh

2170. SHRI RAJ KUMAR RAI: Will the Minister of FINANCE be pleased to refer to the reply given on 11 December, 1987 to

Unstarred Question No. 5432 regarding fraud in State Bank of Indore, Madhya Pradesh and state:

- (a) the amount involved in the fraud;
- (b) the amount recovered so far; and
- (c) the action taken against the guilty officials?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). State Bank of Indore has reported that approximately Rs. 2.53 lakhs were involved in the fraud in question. The Bank has further reported that no amount in this case has so far been recovered.

(c) State Bank of Indore has reported that whilst the case against one official is pending in the Court, inquiries against the remaining two officials are in progress.

Export of Polymer Yarn

2171. SHRI C. JANGA REDDY: Will the Minister of COMMERCE be pleased to state:

- (a) whether polymer yarn has been allowed to be exported under the counter-trade with Bofors; and
- (b) if so, the reasons therefor especially in view of its high demand in the country and its being imported?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) and (b). Under the present Import and Export Policy, Polyester Viscose yarn and Polyester Texturized Yarn are permitted for exports within a quantitative ceiling. Within the framework of this

Policy and according to the Memorandum of Understanding for Counter Trade Signed between State Trading Corporation (STC) and Bofors, export of Polyester Viscose Yarn and Polyester Texturized Yarn has been contracted.

On-Going Irrigation Projects

2172. SHRI K.P. UNNIKRISHNAN: Will the Minister of WATER RESOURCES be pleased to state:

- (a) the names and location of the first fifty major irrigation projects, where work is still going on as on 31 January 1989;
- (b) the gross irrigation potential already achieved in completed projects and the ultimate potential of each of these projects;
- (c) the total estimated cost of these projects and amount spent in 1988-89; and
- (d) the year when these projects would be completed as per original schedules and reasons for delay?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRIMATI KRISHNA SAHI): (a) and (c). The information is given in the Statement below.

(b) and (d). Upto 1987-88, an irrigation potential of 31.66 million hectares has been created from the completed major-medium irrigation projects. 11 projects are likely to be completed in the VII Plan period and the remaining will spill-over to the VIII Five Year Plan. The main reasons for delay include financial constraints, cost escalation, inadequate investigation at the project formulation stage, difficulties in land acquisition and at times non-availability of building materials.

STATEMENT

(Rs. Crores/th. ha)

Name of Project and State in which located	Plan in which started	Latest Estimated cost	Outlay for 1988-89	Ultimate Potential	Likely date of completion
1	2	3	4	5	6
<i>Andhra Pradesh</i>					
1. Nagarjunasagar	II	675.00	20.00	895	VIII Plan
2. Sriramsagar	III	870.02	60.00	651	VIII Plan
— Tungabhadra HLC St. II (IS)	III	111.70	5.00	90	VIII Plan
3. Vamsadhara St. I	IV	46.79	2.50	20	VII Plan
4. Vamsadhara St. II	IV	154.35	0.10	22	Beyond VIII Plan
5. Godavari Barrage	IV	102.23	15.00	Stabilisation	VIII Plan
<i>Bihar</i>					
6. Western Kosi Canal	III	322.26	25.00	289	VIII Plan
7. Bagmati	IV	197.83	3.00	102	VIII Plan

1	2	3	4	5	6
Gujarat					
8. Damanganga (IS)	IV	125.40	11.09	57	VIII Plan
9. Panam	IV	59.90	3.30	49	VIII Plan
10. Sabarmati	IV	96.00	4.95	57	VIII Plan
— Mahi Bajajisagar	IV	46.70	0.05	Not direct Benefits	VIII Plan
Haryana					
11. Gurgaon Canal (IS)	III	40.41	0.50	81	VIII Plan
12. Laharu Lift	IV	34.62	1.00	66	VIII Plan
Karnataka					
13. Tungabhadra Dam & LBC	I	90.40	5.75	244	VII Plan
14. Bhadra	I	66.00	1.55	106	VII Plan
15. Malaprabha	III	307.35	26.50	218	VIII Plan
16. Tungabhadra HLC St. II (IS)	AP 66-69	15.34	2.50	81	Beyond VIII Plan
17. Upper Krishna St. I	IV	1071.10	75.00	425	-do-

1	2	3	4	5	6
Kerala					
18. Periyar Valley	II	63.04	2.70	86	VII Plan
19. Pamba	III	63.41	0.90	49	VII Plan
20. Kuttiadi	III	55.00	1.00	36	VII Plan
21. Kanhipuzha	III	59.78	2.00	22	VIII Plan
22. Pazhassi	III	69.25	2.00	23	VIII Plan
23. Kallada	AP 66-69	260.70	35.00	93	VIII Plan
Madhya Pradesh					
24. Mahanadi Reservoir	IV	784.55	48.00	340	Beyond VIII Plan
25. Kolar	IV	119.87	18.21	61	VIII Plan
26. Pairy	IV	19.97	1.10	73	VIII Plan
27. Sindh Ph. I	IV	29.78	1.00	38	VIII Plan
28. Rangwan RLC	IV	6.93	0.50	17	VII Plan
29. Jonk	IV	23.83	2.00	15	VIII Plan

1	2	3	4	5	6
Maharashtra					
30. Khadakwasla	II	175.31	9.30	62	VIII Plan
31. Krishna	III	264.94	12.00	113	Beyond VIII Plan
32. Bhima	III	321.00	21.70	163	VIII Plan
33. Kukadi	AP 66-69	425.00	19.00	156	Beyond VIII Plan
34. Upper Godavari St. I	AP 66-69	90.26	3.00	67	VIII Plan
35. Warna	IV	364.38	14.70	114	Beyond VIII Plan
36. Upper Tapi St. I & II	IV	102.13	6.70	55	VIII Plan
37. Pench (IS)	IV	145.11	10.50	104	VII Plan
Manipur					
38. Loktak Lift	IV	28.20	0.75	40	VIII Plan
Orissa					
39. Rengali	IV	748.16	16.00	424	Beyond VIII Plan
40. Anandpur Barrage	IV	16.26	1.00	40	VIII Plan

1	2	3	4	5	6
Punjab					
41.	Extension of non-Perennial Irrigation to area in UBDC tract	III	9.24	0.50	233
Rajasthan					
42.	Rajasthan Canal St. I	II	255.00	7.50	1388
43.	Jakhm	III	71.27	4.00	21
—	Gurgaon	III	17.61	0.52	28
44.	Mahi Bajaj Sagar	IV	215.02	22.00	71
Uttar Pradesh					
45.	Gandak Canal Ph. I (IS)	III	139.47	5.00	308
46.	Sarda Sahayak	III	733.25	67.50	1582
47.	Tehri Dam	IV	269.10	1.00	270
West Bengal					
48.	Barrage & Irrigation system of DVC (extension & improvement)	I	50.00	0.50	515
49.	Kangasabati	II	119.83	5.00	402
Goa					
50.	Salauli	IV	73.18	7.70	14

Note: I.S. — Inter State Project. These are numbered in one State only.

Central Assistance to States**1985-86, 1986-87 and 1987-88?**

2173. SHRI K.P. UNNIKRIISHNAN:

Will the Minister of FINANCE be pleased to state the transfers of resources including statutory transfers of medium term loans, assistance for natural calamities and Central contribution to plan expenditure and Non-plan assistance from the Union to States of Kerala, Karnataka, Andhra Pradesh, Maharashtra, Gujarat, West Bengal and Bihar in

THE MINISTER OF STATE IN THE DEPARTMENT OF EXPENDITURE IN THE MINISTRY OF FINANCE (SHRI B.K. GADHVI): A statement showing amounts released to these seven State Governments by the Ministry of Finance during the financial years 1985-86, 1986-87 and 1987-88 is laid on the Table of the House.

STATEMENT*Amount released to States by the Ministry of Finance*

(Rs. in crores)								
States	Share in Central Taxes	Other Statutory grants awarded by 8th Finance Commission	Central Assistance for State Plans	Assistance for Natural Calamities	Loan against small savings collections	Other term loans	Margin Money for Natural Calamities	Total (Col. 2 to col. 8)
1	2	3	4	5	6	7	8	9
1985-86								
1. Andhra Pr.	581.53	19.21	330.23	51.50	128.50	206.98	12.25	1330.20
2. Bihar	855.17	35.47	539.23	15.69	264.39	4.58	16.87	1731.40
3. Gujarat	284.98	6.35	204.26	2.44	269.75	61.79	14.37	843.94
4. Karnataka	356.00	3.41	195.47	51.53	166.15	221.27	3.00	996.83
5. Kerala	266.21	6.32	279.34	106.68	48.65	241.86	2.50	951.56
6. Maharashtra	522.96	14.92	336.63	65.80	559.81	24.24	3.63	1582.02
7. West Bengal	632.52	177.83	196.88	—	374.22	205.99	11.84	1590.28
Total	3490.37	263.51	2082.04	293.64	1811.47	966.74	64.46	8972.23

1	2	3	4	5	6	7	8	9
1986-87								
1. Andhra Pr.	657.09	12.67	291.97	153.56	132.00	—	12.25	1259.54
2. Bihar	966.45	21.97	452.28	7.00	224.44	—	16.88	1689.02
3. Gujarat	322.65	6.35	219.79	126.16	273.19	—	14.38	962.52
4. Karnataka	403.73	3.42	195.56	46.68	170.71	—	3.00	823.10
5. Kerala	300.83	3.37	269.02	16.81	58.32	—	2.50	650.85
6. Maharashtra	593.28	14.91	349.84	102.37	572.00	—	3.62	1636.02
7. West Bengal	678.26	169.99	241.70	10.57	350.55	—	11.91	1462.98
Total	3922.29	232.68	2020.16	463.15	1781.21	—	64.54	8484.03

1987-88

1. Andhra Pr.	732.08	30.60	319.12	42.85	136.60	—	12.25	1273.50
2. Bihar	1077.25	42.76	500.84	37.45	173.13	—	16.88	1848.31
3. Gujarat	360.62	6.34	254.34	283.35	367.71	—	14.38	1286.74

1	2	3	4	5	6	7	8	9
4. Karnataka	451.11	3.42	192.44	16.84	143.99	—	3.00	810.80
5. Kerala	335.61	10.37	208.76	43.82	94.20	—	2.50	695.26
6. Maharashtra	667.25	14.92	332.96	43.54	573.47	—	3.63	1635.77
7. West Bengal	728.66	236.97	263.84	24.95	285.67	—	11.88	1551.97
Total	4352.58	345.38	2072.30	492.80	1774.77	—	64.52	9102.35

On-Going Railway Projects**(b) if so, the details thereof; and**

2174. **PROF. NARAIN CHAND PAR-
ASHAR:**
SHRI VIJAY N. PATIL:
SHRI JAGANNATH
PATTNAIK:

(c) if not, whether any such targets would be fixed so as to ensure that no new railway line project is allowed to linger beyond a decade after its inclusion in the Budget?

Will the Minister of RAILWAYS be pleased to state:

(a) whether any targets have been fixed for the partial/total completion of the new railway lines, projects undertaken during the Sixth and Seventh Plans;

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) to (c). A Statement giving details of the targetted projects is attached. In respect of others, the partial/total completion would depend on availability of resources in the coming years.

STATEMENT

(i) Details of sections on New Line Projects, undertaken during Sixth & Seventh Plans, opened to traffic are as under:—

<i>S. No.</i>	<i>Description</i>	<i>Length (KM)</i>	<i>Opened in</i>
1.	Motumari-Jaggayyapet Town	26	March 1987
2.	Jaggayyapet Town-Jaggayyapet	6	September 1987
3.	Bhatinda By-Pass Phase-I	6	March 1988
4.	Bhuj-Naliya	107	March 1988
5.	Talaiyuthu-Maniyachchi-Milavittan	44	May 1985
6.	Milavittan to Tuticorin Harbour	11	April 1986
7.	Karur-Dindigul	73	August 1988
8.	Koraput-Machiliguda	20	December 1985

(ii) Details of sections on New Line Projects undertaken during 6th & 7th Plans, targetted to be opened in next 2 years are as under:—

<i>S. No.</i>	<i>Description</i>	<i>Length (KM)</i>	<i>To be opened in</i>
1.	Kota-Chittaurgarh	166	March 1989
2.	Chittaurgarh-Nimach	56	March 1990
3.	Guna-Miana	31	March 1989

<i>S. No.</i>	<i>Description</i>	<i>Length (KM)</i>	<i>To be opened in</i>
4.	Miana-Kolaras	47	March 1990
5.	Talcher-Angul	18	December 1989
6.	Rai Mehatpur-Una	11	December 1989
7.	Bhatinda By-pass Phase-II	2	October 1989
8.	Machiliguda-Rayagada	144	March 1991

Opening of Branches of Nationalised Banks

2175 PROF. NARAIN CHAND PARASHAR: Will the Minister of FINANCE be pleased to state:

(a) whether any new branches of the nationalised banks are proposed to be opened under the designated service area approach;

(b) if so, whether any survey work has been undertaken in this regard so as to launch the scheme and to cover the various villages in a scientific manner keeping in view the difficult geographical terrain and scarce population in Special Category States including Himachal Pradesh;

(c) if so, the details thereof and the likely date by which the survey work would be completed and the licences issued to the concerned nationalised banks for opening their branches; and

(d) if not, the exact methodology adopted by the Reserve Bank of India for this purpose?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) to (d). Under the

Service Area Approach, on an average, a group of 15-25 villages would be allotted to a rural or a semi-urban bank branch with a view to bring about planned disbursement of credit. In some areas, keeping in view the number of villages allocated and bank branches, a few additional offices may be opened if considered necessary. RBI has, therefore, advised the lead banks to identify additional centres in such areas to the extent necessary and forward the lists of identified centres through the State Government to RBI for consideration of allotment. As per the information available with Reserve Bank of India (RBI) the survey has been completed in respect of 411707 villages under Service Area Approach. RBI has given time to banks for completion the branch credit plans upto 31.3.1989 and Service Area Approach will become operational with effect from 1.4.1989.

Smooth Running of Trains in Assam

2176. SHRI RAMESHWAR NEEKHRA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of trains had to be cancelled during Assam agitation in 1988; and

(b) the steps taken to ensure smooth running of trains and to protect rail traffic

during that period and also the steps contemplated for future to meet similar situations?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) 1068.

(b) In addition to deployment of R.P.F., assistance of Assam Government was also sought for protection of railway track and bridges and escorting trains. To meet such situations in future suitable action as demanded by the circumstance will be taken.

[*Translation*]

Joint Ventures with China

2177. DR. CHANDRA SHEKHRA TRIPATHI: Will the Minister of COMMERCE be pleased to state:

(a) whether India propose to set up joint ventures with China in the field of advance technology;

(b) if so, the details in this regard;

(c) whether the Chinese Government has since taken any decision thereon; and

(d) if so, their terms and conditions?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) to (d). During the discussions with the Chinese side at the time of Prime Minister's visit to China, the Indian side indicated its capabilities to have joint ventures collaboration with China in high technology items such as computer soft-ware etc. The Chinese side taking note of our capabilities promised to explore the possibilities. So, far no proposals have been received.

Memorandum by Confederation of Engineering Industries on Budget Proposals

2178. SHRI CHANDRA SHEKHAR TRIPATHI:
SHRI ANANTA PRASAD SETHI:
SHRI SAMBAJIRAO KARADE:

Will the Minister of FINANCE be pleased to state:

(a) whether the Confederation of Engineering Industries has submitted memorandum to his Ministry containing various proposals for the budget 1989;

(b) if so, the main suggestions made therein;

(c) whether Government have since considered these suggestions; and

(d) if so, Government's response thereto?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) Yes, Sir.

(b) to (d). The Confederation of Engineering Industries has *inter-alia* suggested the following measure; corporate tax rate be reduce further by 5 percentage point, minimum tax under Section 115 J of the Income Tax be abolished, deductions under Section 80 HHC should be available in relation to book profit, inter-corporate dividend should be totally tax-exempt, customs duty on project imports may be lowered from 90 per cent to 25 per cent, protection against steep appreciation in exchange rates, reduction of customs duty on low-phosphorus pig iron, exemption of customs duty on automatic transmission and gadgets for fuel-efficient

cars for disabled, reduction in duty in components imported for manufacture of sewing machines and uniform excise duty of 10 per cent of all fuel efficient commercial vehicles etc. The suggestions made by the Confederation of Engineering Industry as indeed from other Associations and persons are taken into account in the formulation of Government policy.

[English]

**Loans Advanced by Nationalised Banks
Branches on Recommendations by
District Industrial Centre, Ahmedabad**

2179. SHRI HAROOBHAI MEHTA:
Will the Minister of FINANCE be pleased to state:

(a) the number of applications for loans forwarded with recommendations by the District Industrial Centre, Ahmedabad to various nationalised banks operating in Ahmedabad during the last two calendar years;

(b) the number of applications dealt with by 31 December, 1988 and the number of applications sanctioned;

(c) the total amount of loans sanctioned in pursuance of afford said applications; and

(d) the general nature of reasons for the rejection of the applications for loans?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) to (c). The allocation of targets and monitoring of performance under self Employment Scheme for Educated Unemployed Youth (SEEUY) is being done financial year-wise. The information about number of applications recommended by District Industries Centres, number of applications sanctioned with amount by banks in Ahmedabad for the last two years i.e. 1986-87 and 1987-88 is as under:

Year	Applications recommended		Applications sanctioned by banks	
	Nos.	Nos.	Amount (In Rs. lakhs)	
1986-87	600	193	23.62	
1987-88	562	228	32.62	

(d) The general reasons for rejection of applications by the banks are the applicants not satisfying the eligibility criteria laid down under the scheme, applicant's failure to turn up after sanction of loans, over concentration of particular activities in the same area making the chosen activity non-viable, applicants not found at the address indicated in the application form, applicants already employed in some other jobs etc.

**Loans Advanced by Nationalised Banks
to Workers of Closed Textile Mills of
Ahmedabad**

2180. SHRI HAROO BHAI MEHTA:
Will the Minister of FINANCE be pleased to state:

(a) the number of applications received from the workers of closed textile mills of

Ahmedabad for loans in various nationalised banks of Ahmedabad during the last two calendar years;

(b) the number of applications sanctioned by the banks;

(c) the total amount sanctioned to the applicants; and

(d) the general nature of reasons for which the applications have been rejected?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) to (c). Dena Bank, Convenor bank, State Level Bankers Committee (SLBC), Gujarat has reported that 359 applications had been received from workers of closed textile mills of Ahmedabad for loans upto Rs. 5,000/-, out of which 125 have been sanctioned for an amount of Rs. 6.25 lakhs. Further, for loans for self-employment bankable schemes upto Rs. 35,000/-, out of 1369 applications received from the workers, 246 have been sanctioned for an amount of Rs. 28.44 lakhs.

(d) The general reasons for rejection of applications as reported by Dena Bank are over Concentration of particular activities in the same area making the selected activity non-viable, applicants being engaged in some other jobs, sponsored candidates being defaulters, etc.

New Railway Line between Chenganur-Trivandrum

2181. SHRI THAMPAN THOMAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the ministry have received a memorandum for a new railway line between Chenganur and Trivandrum in Kerala; and

(b) if so, the steps taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) A request had been received for a railway line from Chenganur to Trivandrum via Kozhicherry, Pathanamthitta, Punalur, Madathura and Nedumangadu.

(b) In view of Kayankulam being the junction point of the exiting line and the coastal line already under construction, survey was carried out for a new line between Kayankulam and Trivandrum, via Kottarakara and Nedumangadu, as an alternative to doubling of the section between Kayankulam and Trivandrum. It was, however, not found to be economically viable.

West Coast Railway Project

2182. SHRI VEERENDRA PATIL:
PROF. K.V. THOMAS:

Will the Minister of RAILWAY be pleased to state:

(a) whether there is and proposal before the Railway Ministry for construction of West Coast Railway line between Bombay and Mangalore, if so, whether a detailed survey has been conducted; and

(b) the estimate cost of the project; when it is likely to be taken up and the amount that is going to be spent during the 8th Plain period and the time-limit fixed for the completion of this project?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) and (b). A survey was recently carried out for the remaining portion of the proposed West Coast Railway line from Mangalore to Roha. As per the survey report, the estimated cost of the project was Rs. 862 crores. The report was examined

and sent to Planning Commission for consideration and clearance. The Commission has since cleared Mangalore-Udupi section (69 km) for construction and the same has been included in the Budget For 1989-90, at an anticipated cost of Rs. 52 crores. The amount to be spent in the 8th Plan and the time for completion of the project will depend upon the availability of resources in the coming years.

Loopholes in Villages Common Lands Act and Indian Registration Act

2183. PROF. MADHU DANDAVATE: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether loopholes in the Villages Common Lands Act 1961 and the Indian Registration Act have helped unscrupulous estate agents/property dealers to transfer farm lands in violation of the "Zoning" done by the "National Capital Region (NCR) Plan";

(b) if so, whether efforts to dislodge them are frustrated by the posh farm houses; and

(c) if so, the steps taken to help the State Governments in resolving the problem?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ): (a) Neither we have any statistics on the subject nor any State Government has complained to us in this regard.

(b) and (c). Do not arise.

Direct Train Between Bangalore and Varanasi

2184. SHRI V. S. KRISHNA IYER: Will the Minister of RAILWAYS be pleased to state:

(a) whether train services available between Bangalore to Varanasi are not sufficient to cope with the needs of the passengers?

(b) if so, whether Government propose to provide additional train services on this route; and

(c) if so, the details thereof and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) There is no direct train service between Bangalore and Varanasi and passengers normally change train at Madras. A quota of 4 AC 2-tier and 62 Second Class berths has been allotted at Bangalore ex. Madras to Varanasi in Madras Varanasi Bi-weekly Express. During October to December, 1988, on an average, 14 passengers were left on the waitinglist in Second Class and none in AC 2-tier.

(b) No, Sir.

(c) No justification for a train.

Show Cause notice to North Eastern Tobacco Company

2185. SHRI RAM BAHADUR SINGH: Will the Minister of FINANCE be pleased to state:

(a) whether cases of some cigarette manufacturing companies carrying on manufacturing business without proper licence have come to the notice of Government, if so, details thereof;

(b) whether severel show cause notices have been served on Mizoram based North Eastern Tobacco (NET) by the Central Excise Department;

(c) If so, the outcome of these notices;

and

(d) the action taken by Government in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K.PANJA): (a) to (d). One case relating to M/s. North Eastern Tobacco Company, Mizoram (alleged to be a dummy unit of M/s. G.T.C. Industries Ltd.,) has come to the notice of the Government where the Company was manufacturing cigarettes without possessing any Central Excise manufacturing licence. M/s. North Eastern Tobacco Company manufactured and cleared without payment of duty and without possessing any Central Excise licence 881 CFC's of cigarettes during the period 5.10.1987 to 31.10.1987

M/s. G.T.C. Industries Ltd. have filed a Writ Petition before the Calcutta High Court against summons and investigations by the Central Excise officers of Shillong Collectorate. A title suit has also been filed in the Court of the Additional Deputy Commissioner (Judicial), Aizwal for declaring that the Central Excises & Salt Act, 1944 is not applicable to the territories now comprising the State of Mizoram. An injunction was obtained from the Additional Deputy Commissioner (Judicial), Aizwal against further proceedings. The Central Excise Department took up the matter before the Guwahati High Court and finally the Supreme Court, and with the permission of the Supreme Court show cause notice has been served on M/s. G.T.C. Industries Ltd., M/s. North Eastern Tobacco Company and 35 others on 24.4.1988. The Supreme Court has also observed that the question of applicability of the Central Excises & Salt Act, 1944 to Mizoram should be decided by the Guwahati High Court. As per the orders of the Supreme Court final orders in respect of the Show Cause Notices can be passed but no

effect can be given until further orders of the Court.

All the parties to the show cause notices have not yet filed their final replies. The matter is presently pending adjudicating before the Collector of Central Excise, Shillong.

Seizure of Gold in Rajasthan

2186. **SHRI DHARAM PAL SINGH MALIK:**
SHRI PRAKASH CHANDRA:

Will the Minister of FINANCE be pleased to state:

(a) whether Government's attention has been drawn to the news item appearing in the 'Hindustan Times' dated 11 February, 1989 wherein it has been stated that gold worth Rs. 3.73 crores was seized from three trucks in Rajasthan;

(b) if so, the details thereof;

(c) whether any arrest has been made; and

(d) the action taken by Government in regard thereto?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K.PANJA): (a) and (b). Yes, Sir. The Officers of the Directorate of Revenue Intelligence intercepted two trucks at Shahpur in Rajasthan and one truck at Jalandhar in Punjab during February, 1989 and seized 969 gold biscuits of foreign origin of 10 totals each worth Rs 3.73 crores approximately from the secret cavities of these trucks.

(c) and (d). Seven persons have been arrested in this connection.

Scheduled Banks

2187 **SHRI DHARAM PAL SINGH MALIK:**
SHRI PRAKASH CHANDRA:

Will the Minister of FINANCE be pleased to state the names of banks which were recognised as scheduled commercial banks during the last two years?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): Reserve Bank of India (RBI) has reported that no commercial bank was included in the second scheduled of Reserve Bank of India Act, 1934 during the years 1987 and 1988. However, the names of the following Primary Urban Co-operative banks were included in the Second Schedule of Reserve Bank of India Act with effect from 1.9.1988.

1. Bombay Mercantile Co-op Bank Ltd, Bombay
2. Saraswat Cooperative Bank Ltd, Bombay
3. Abhyudaya Cooperative Bank Ltd., Bombay
4. Development Cooperative Bank Ltd., Bombay
5. Janata Sahakari Bank Ltd., Pune.
6. Shamrao Vithal Cooperative Bank Ltd., Bombay.
7. Rajkot Nagrik Sahakari Bank Ltd., Rajkot.
8. Kalapur Commercial Cooperative Bank Ltd., Ahmedabad.

9. Surat Peoples Cooperative Bank Ltd., Surat

10. Sangli Urban Cooperative Bank Ltd., Sangli

11. Rupee Cooperative Bank Ltd., Pune.

The names of the following Regional Rural Banks were also included in the Second Schedule of Reserve Bank of India Act, 1934 with effect from the dates indicated against each:-

1. Hindon Gramin Bank, Ghaziabad (UP) 28.3.1987
2. Godavari Grameena Bank, Rajahmundry (AP) 11.4.1987

Target for collection of Income and Corporation Taxes

2188. **SHRI SHANTILAL PATEL:**
SHRI G.S. BASAVARAJU:

Will the Minister of FINANCE be pleased to state:

(a) whether Government have asked the Income-tax officers to mobilise the funds and have set a target for collection of Income and Corporation taxes during the coming years;

(b) if so, whether any action plan has been prepared in this regard; and

(c) if so, the details thereof.

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K. PANJA): (a) Instructions have been issued to the Chief Commissioners of Income-tax to maximise the revenue collections for the current financial year. For financial year

1989-90, the Budget estimates for Income-tax and Corporation tax have been placed at Rs. 4245 crores and Rs. 4755 crores respectively.

(b) and (c). Action Plan is normally prepared at the beginning of the financial year, after reviewing the performance of the previous year. No such action plan has yet been prepared for financial year 1989-90 or subsequent years.

Priority Sector Lending by Foreign Banks

2189. SHRI C. MADHAV REDDI: Will the Minister of FINANCE be pleased to state:

(a) whether Government have recently imposed a condition on foreign banks operating in India fixing a certain percentage of their deposits for priority sector lending; and

(b) if so, the percentage fixed?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). Foreign banks operating in India have recently been advised by Reserve Bank of India to increase their priority sector lending to the level of 10% of their total outstandings by March 1989 and to increase it further to 15% by March 1992.

Survey for linking of Ganga-Cauvery Rivers

2190. SHRI H.B. PATIL: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether any initiative has been taken by Union Government regarding the survey of linking of Ganga and Cauvery;

(b) if so, whether any amount was also

sanctioned therefor during the Seventh Five Year Plan;

(c) if so, the details thereof; and

(d) whether any scheme was examined for diverting the West flowing rivers to the East for irrigating chronic drought prone areas in the State of Karnataka?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRIMATI KRISHNA SAHI): (a) to (d). Proposals for linking Ganga and Cauvery rivers for transfer of surplus waters to deficit areas have been considered in the past. On examination, it was found that the proposal was not practicable and financially prohibitive. Within a national perspective, the feasibility studies on peninsular rivers development has been undertaken by the National Water Development Agency. The study for diversion of west flowing rivers of Karnataka to the east for irrigating drought prone areas in Karnataka is programmed to be completed during the VIII plan period.

Derailment of Gorakhpur Cochin Express

2191. SHRI S.M. GURADDI: Will the Minister of RAILWAYS be pleased to state:

(a) whether 8 bogies of the 912 Gorakhpur Cochin Express derailed after the train rammed into a wagon on the main line of the Central Railway at Kapari Station on 10th January, 1989;

(b) if so, the number of passengers killed and injured as a result thereof;

(c) whether any inquiry has been conducted into the causes of the accident;

(d) if so, the outcome thereof; and

(e) the action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) Yes, Sir.

(b) While there was no loss of life, 14 passengers sustained injuries including 3 grievous and 11 simple.

(c) to (e). This accident is under statutory inquiry by the Chief Commissioner of Railway Safety.

Tea Smuggling to Pakistan

2192. **SHRI MOHD. MAHFOOZ ALI KHAN:** Will the Minister of FINANCE be pleased to state:

(a) whether smuggling of Indian tea to Pakistan is continuously on the rise;

(b) if so, the reasons therefor;

(c) the estimated quantity and value of Indian tea smuggled into Pakistan annually during 1986, 1987 and 1988; and

(d) the measures contemplated by Government in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K.PANJA): (a) to (c). Available reports and seizures made indicate that the smuggling of Indian tea into Pakistan is on a negligible scale. Only about 50 Kgs. of Indian tea worth Rs 2,000 approximately has been seized during the current financial year in the Indo-Pak sector of the land borders for attempted illegal export to Pakistan. However, since smuggling is a clandestine activity, it is not feasible to estimate the quantity that is being smuggled annually into Pakistan.

(d) The anti-smuggling drive has been intensified and the antismuggling machinery throughout the country particularly in the

vulnerable areas of the coastline and the land borders including that with Pakistan has been geared up. Close co-ordination is being maintained with all the agencies concerned in the prevention and detection of smuggling including the Border Security Force which is deployed on the Indo-Pakistan borders.

Indian Credit to Guyana

2193. **SHRI S.M. GURADDI:**
SHRI G.S. BASAVARAJU:

Will the Minister of FINANCE be pleased to state:

(a) whether India has agreed to make available a line of credit of approximately Rs 18 crore to the Government of Guyana for setting up export oriented projects in that country; and

(b) if so, the conditions laid down and by what time they are likely to start production?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). Government of India has agreed, in principle, during the first meeting of the Indo-Guyanese Joint Commission held in New Delhi from 16-18 January, 1989, to make available to the Government of Guyana a line of credit up to an amount of Rs. 100 million. Ordinarily the terms of credit extended by Government of India include a repayment period of upto 15 years, and a rate of interest of 5% per annum.

Trade Agreements in 1989

2194. **SHRI T. V. CHANDRASHEKHARAPPA:** Will the Minister of COMMERCE be pleased to state:

(a) whether India has signed bilateral

trade agreements with some countries during 1989;

(b) if so, the details thereof; and

(c) the trade turnover with these countries during the current financial year?

THE MINISTER OF COMMERCE

(SHRI DINESH SINGH): (a) to (c). No, Sir. However, Trade Protocols/Agreed Minutes were signed between the Government of India and the Government of U.K., France, Guyana, Czechoslovakia and Bulgaria in 1989 with a view to strengthening India's economic and commercial relations with them. The details of trade turnover between India and these countries is indicated as under:-

(Rs. crores)

1988-89 (April- Sept.) (Prov).

	<i>Exports</i>	<i>Imports</i>	<i>Total</i>
(1) UK	543.16	1187.19	1730.35
(2) France	172.47	398.96	571.43
(3) Guyana	0.03	Nil	0.03
(4) Czechoslovakia	60.00	43.00	103.00
(5) Bulgaria	14.00	14.00	28.00

**Allocation in respect of SEPUP for
Bombay**

2195. SHRI GURUDAS KAMAT: Will the Minister of FINANCE be pleased to state:

(a) the total allocation for the Self-employment Programme for Urban Poor (SEPUP) for Bombay during 1987-88 and 1988-89;

(b) the total number of beneficiaries under the scheme during the above period in Bombay;

(c) whether Government propose to increase the allocation for Bombay; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARD FALEIRO): (a) and (b). Reserve Bank of India has reported that a target of 27,500 beneficiaries each for the years 1987-88 and 1988-89 was laid down for Bombay City under Self Employment Programme for Urban Poor (SEPUP). Out of 12,024 applications received under SEPUP during 1987-88, 10,314 cases were sanctioned amounting to Rs. 2.60 crores. The position for the year 1988-89 would emerge only after the end of the financial year.

(c) and (d). As per the existing norms, one beneficiary out of 300 population of each centre as per 1981 census is to be assisted under SEPUP. The Government for the present do not propose to increase the target

for Bombay under SEPUP.

NRI Investment in House Building in Maharashtra

2196. SHRI GURUDAS KAMAT: Will the Minister of FINANCE be pleased to state:

(a) whether Union Government propose to permit Government of Maharashtra to allow non-resident Indians (NRIs) to invest in house building and Slum rehabilitation activities;

(b) if so, the conditions thereof;

(c) whether Government have received any such proposal from Maharashtra Government; and

(d) if so, the details of the proposal and when final decision will be taken in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) to (d). No such proposal has been received from the Government of Maharashtra. As such, the question of permitting this or of providing details and conditions does not arise.

Nilambur and Chamaraja Nagar Railway Route

2197. SHRI VAKKOM PURUSHOTHAMAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the State Government of Kerala had requested for construction of a railway line between Nilambur and Chamaraja Nagar and to link it with the existing Shomur-Nilambur line in order to make the operation on this existing line economical;

(b) if so, the response of Government

thereto;

(c) whether any surveys were conducted to assess the feasibility of the proposal;

(d) if so, the findings thereof; and

(e) the final decision of Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) to (e). No memorandum has been received from the Government of Kerala. However, a memorandum was submitted to Prime Minister suggesting construction of the railway line between Nilambur and Chamaraja Nagar. No survey has so far been carried out for this line. In view of the paucity of resources and the heavy commitments already on hand, there is no possibility of this new line project being taken up in the near future.

Opening of a Local Head Office of State Bank of India in Kerala

2198. SHRI VAKKOM PURUSHOTHAMAN: Will the Minister of FINANCE be pleased to state:

(a) the total number of branch offices of the State Bank of India functioning in Kerala;

(b) whether there has been a demand for opening a Local Head Office of the State Bank of India in Kerala; and

(c) if so, the response of Government thereto?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) State Bank of India has reported that at present it has 201 branches functioning in the State of Kerala.

(b) Yes, Sir.

(c) The matter is under consideration.

Brochure Published by Indian Banks Association

2199. SHRI BANWARI LAL BAIRWA: Will the Minister of FINANCE be pleased to state:

(a) whether a brochure on reservation for Scheduled Castes and Scheduled Tribes in services of nationalised banks was compiled by Banking Division of his Ministry;

(b) whether the said brochure has been published by the Indian Banks Association (IBA);

(c) the reasons for publishing the brochure by the IBA;

(d) the reasons for not making the copies of said brochure available for sale through sale network of Government of India ; and

(e) the statutory authority of IBA to make publications on behalf of Government and how Government propose to deal with the sale arrangements and profits made by IBA on the said brochure;

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). Yes, Sir.

(c) to (e). Since the Brochure is for the

exclusive use of public sector banks, it was considered appropriate that the Indian Banks' Association which is a voluntary Association of banks should get it printed and published. Indian Banks' Association has been supplying copies of this Brochure to the public sector banks and there is no bar on its sale to any other person/organisation. The Indian Banks' Association is a non-profit making body and no profits are generated on its publications. The cost of such publications is so fixed as to cover input cost only.

Railway Lines In Malabar (Kerala)

2200. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the programmes, if any, for the development of Railway lines for the Malabar area i.e. Palghat to Manjeshwaram;

(b) whether any developmental work in this Division had taken place during 1988, if so, the details thereof; and

(c) the allocation made during 1988-89 for the maintenance and development of railway lines in this sector?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) to (c). The information asked for is not maintained region-wise. However, a statement giving the approximate position, Planhead-wise, for the concerned portion of Palghat Railway Division is given below.

STATEMENT

(a) *The estimated cost of development works included in the Budget for 1989-90 are as under:—*

<i>Plan-head</i>	<i>Cost (Lakhs of rupees)</i>
1. Track Renewals	229.89
2. Bridge Works	22.65

<i>Plan-head</i>	<i>Cost (Lakhs of rupees)</i>
3. Signalling and Telecommunication works	87.91
4. Other Electrical Works	6.70
5. Staff Quarters	40.34
6. Amenities for staff	34.01
7. Passenger Amenities	7.60
8. Other Specified Works	32.17

(b) and (c). The plan-head-wise details of development works in progress and outlays provided during 88-89 are as under:—

<i>Plan-Head</i>	<i>Estimated Cost (Lakhs of rupees)</i>	<i>Outlays</i>
1. Traffic Facilities	193.99	24.32
2. Track Renewals	632.99	263.88
3. Bridge Works	1266.35	223.21
4. Signalling & Telecommunication Works	247.33	50.78
5. Other Electrical Works	23.54	4.00
6. Workshops including Production Units	9.64	3.00
7. Staff Quarters	8.15	2.40
8. Passenger Amenities	6.78	4.38
9. Other Specified Works	58.88	10.41

The allocation for maintenance of railway lines in this sector during 88-89 is Rs. 2.55 crores (Approx).

Procurement and Export of Cashewnuts

CHANDRAN: Will the Minister of COMMERCE be pleased to state:

2201. SHRI MULLAPPALLY RAMA-

(a) the extent of decline in earnings

from export of cashewnut in 1988 as compared to previous year;

(b) the reasons therefore;

(c) whether the Government of Kerala achieved the target for procurement of cashewnuts during the last year; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI P.R. DAS MUNSI): (a) Exports of cashew in the period April '88-Jan.'89 were Rs. 233.20 crores as against Rs. 294.41 crores in the corresponding period of the previous year.

(b) The main reasons for the decrease in exports are fall in the unit value realisation in the current year as compared to corresponding period last year, larger imports by USA, which has been our most important market, (accounting for 40-50% of our total exports), from Brazil in which country US investments have been made in cashew industry, and competition from other nuts such as almonds and pistachio whose prices are ruling lower than cashew prices.

(c) and (d). The information is being obtaining from the Government of Kerala.

Implementation of VAT Scheme

2202. SHRI MAHENDRA SINGH: Will the Minister of FINANCE be pleased to state:

(a) whether at the recent Chief Ministers' Conference held in February 1989, it was observed that the value Added Tax (VAT) scheme has not been fully understood and implemented by the various Central and State Government agencies;

(b) if so, the precise observations and in what context it arose; and

(c) the steps taken/proposed to ensure full comprehension and implementation of the VAT scheme?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K. PANJA): (a) Value Added Tax (VAT) scheme did not form part of the agenda for discussion in the Chief Ministers' Conference held on 9th and 10th February, 1989.

(b) and (c). Do not arise in view of (a) above.

Proposal to Increase Number of Judges

2203. SHRI MAHENDRA SINGH: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Law Commission of India in its 120th report on "Manpower Planning in Judiciary" has recommended increase in the number of judges in the Supreme Court and the High Courts in relation to the size of the country's population; and

(b) if so, the decision, if any, taken in this regard?

THE MINISTER OF LAW AND JUSTICE AND MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND): (a) The Law Commission of India in its 120th Report has recommended increase in the number of judges at all levels, including the Supreme Court and the High Courts.

(b) The State Governments have been requested to offer their views on the Report.

Seminar on 'Valuation of Assets Under Direct Tax Laws'

2204. SHRI MAHENDRA SINGH: Will the Minister of FINANCE be pleased to state:

(a) whether at a recent seminar on "Valuation of Assets under Direct Tax Laws" on 11 February, 1989, need to rationalise Wealth Tax was emphasised;

(b) if so, what precise observations and suggestions were made at the Seminar; and

(c) Government's reaction thereto?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K. PANJA): (a) Yes, Sir. A seminar on "Valuation of Assets under Direct Tax Laws" was organised by the Federation of Indian Chambers of Commerce and Industry.

(b) Diverse views were expressed regarding the amendments proposed relating to valuation of assets under the Wealth-tax Act by the Direct Tax Laws (Amendment) Bill, 1989.

(c) On the question relating to valuation of a property constructed or acquired on or after 31st day of March, 1974, the Government has introduced amendments to the relevant provisions. Instead of valuing such properties on the basis of cost of construction or cost of acquisition a revised method has been proposed vide a provision to rule 3. If the house is exclusively used by the taxpayer for residential purposes through out the period of 12 months immediately preceding the valuation date, the value of such house where the value does not exceed Rs. 50 lakhs in the cities of Delhi, Bombay, Calcutta and Madras and Rs. 25 lakhs in other cities, shall be arrived at by multiplying the net maintainable rent with the appropriate figure as provided in rule 3.

Quota Reservation at Ernakulam

2205. SHRI GEORGE JOSEPH MUNDACKAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether quota of reservation at Ernakulam is inadequate to meet the needs of the passengers;

(b) if so, the reasons therefore; and

(c) the steps taken to enhance the quota of berths earmarked for Ernakulam?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) and (b). A few passengers are left on the waiting list due to demand exceeding the availability of reserved accommodation at Ernakulam.

(c) Additional reservation quotas were allotted at Ernakulam from time to time on introduction of new trains and provision of additional reserved coaches on the existing trains, and such action will be continued in future also.

Provision of Fund to West Bengal For Exploration of Underground Water

2206. DR. PHULRENU GUHA: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether Union Government have provided funds under the centrally sponsored schemes to the Government of West Bengal for exploration of underground water; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRIMATI KRISHANA SAHI): (a) and (b). Under the Centrally Sponsored Scheme for Strengthening ground and surface water (Minor Irrigation) Organisations on fifty per cent matching basis, total amount of Rs. 28.796 lakhs has been released so far as Central share to West Bengal.

New Short Distance Passenger Trains*[Translation]*

2207. DR. PHULRENU GUHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to introduce additional new short distance passenger trains to relieve the pressure of passenger traffic on long distance trains; and

(b) if so, the details thereof and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) No, Sir.

(b) Introduction of short distance passenger trains is generally not favoured.

Export Processing Zone at Visakhapatnam

2208. SHRI V. SOBHANADREESWARA RAO: Will the Minister of COMMERCE be pleased to state:

(a) whether Government has announced its intention to set up Export Processing Zone at Visakhapatnam;

(b) if so, the steps taken in this regard; and

(c) the likely date by which Export Processing Zone will come into being?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) to (c). Government have agreed in principle to the location of a Export Processing Zone at Visakhapatnam. The modalities of implementing the possibility have to be worked out having regard to the relevant techno-economic considerations. It is not possible to indicate a time limit in this regard at this stage.

New Railway Lines in Bundelkhand Area

2209. SHRIDAL CHANDERJAIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether a survey was conducted to construct a new railway line in Bundelkhand Area;

(b) if so, whether the survey work has been completed; if not, the present position thereof;

(c) the names of the places between which survey is being conducted and the nature thereof; and

(d) time by which construction work is proposed to be started?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) Yes, Sir.

(b) to (d). A survey for a new BG line between Lalitpur & Singrauli via Chhatarpur, Khajuraho, Mahoba, Satna, Rewa was done in 1980-81; but the project was not approved due to its unremunerativeness. A final Location Engineering cum Traffic Survey between Rewa and Beohari is now in progress. A fresh Preliminary Survey for Lalitpur Khajuraho-Satna, Mahoba-Khajuraho & Rewa-Sidhi-Singrauli railway lines has also been proposed for 89-90. Construction of Satna-Rewa rail link has been approved in 1984-85 and the work on the same is in progress. The question of taking up construction of the remaining portion does not arise at this stage, as it would depend on the results of the proposed survey & availability of Plan resources for construction of New Lines.

[English]

minority population in each district, community-wise?

Flow of Bank Credit Towards Minorities

2210. SHRI SYED SHAHABUDDIN:
Will the Minister of FINANCE be pleased to state:

(a) whether Government with the help of the Reserve Bank of India have instituted a mechanism for monitoring the flow of bank credit towards the minorities;

(b) if so, the percentage of total loan sanctioned and released by the banking system, sanctioned and released in favour of loanees' belonging to the minorities, in the country as a whole, State-wise and bank-wise during 1988; and

(c) if the above data are not available, the corresponding figure for the districts of minority concentration as identified, district-wise and as a whole, with the percentage of

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) The Reserve Bank of India has advised banks to submit data relating to priority sector advances granted by them to specified minority communities on quarterly basis in a revised format with effect from quarter ended December, 1988. The new reporting system gives cumulative data in respect of 40 identified districts and also for the country as a whole.

(b) and (c). Reserve Bank of India has reported that the data reporting system does not generate State-wise/District-wise/Block-wise information. consolidated position in respect of priority sector advances granted by the public sector banks to the specified minority communities in all the districts including 40 identified districts as at the end of June 1988 is given below:

	<i>No. of Accounts (In lakhs)</i>	<i>Balance outstanding (Amount in Rs. crores)</i>
	1	2
Sikhs	9.19	1297.24
Muslims	25.25	1328.30
Christians	8.33	469.59
Zerastrians	0.05	16.49
Neo-Buddhists	1.00	46.35
Total	43.82	3157.97

The priority sector advances to minority communities in 40 identified districts by public sector banks and amount outstanding as on June, 1988 are as under:

	<i>No. of Accounts (In lakhs)</i>	<i>Balance outstanding (Amount in Rs. crores)</i>
Sikhs	0.42	64.84
Muslims	8.13	367.49
Christians	1.04	65.13
Zerastrains	0.01	4.11
Neo-Buddhists	0.08	4.25
Total	9.68	505.82

Restoration of Narrow Gauge Sector on Vadodara Division

2211. SHRI RANJITSINGH GAEKWAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether train services on Narrow Gauge Sections on Vadodara Division in Gujarat have been suspended,

(b) if so, the details thereof and the reasons therefor,

(c) whether in view of difficulties being faced by the public of this underdeveloped area, Government propose to restore train services on these sections; and

(d) if so, the details thereof and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) and (b). 71 Narrow Gauge trains were cancelled on Vadodara Division due to farmers' agitation in March '87.

(c) and (d). Looking to the traffic requirements, 46 trains have been restored.

E.M.U. Service on Virar-Surat-Vadodara and Ahmedabad Route

2212. SHRI RANJITSINGH GAEKWAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether the engineering-cum-traffic survey for introduction of Electric Multiple Unit type services on Virar-Surat-Vadodara-Ahmedabad section has been completed;

(b) if so, the cost involved; and

(c) if not, the time schedule for completion of the survey?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) No, Sir.

(b) Does not arise.

(c) The survey will be completed in 1989-90.

[Translation]

Kota-Allahabad-Bhopal Route

2213. SHRI SHANTI DHARIWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any proposal regarding the construction of rail line between Kota and Bhopal via Allahabad;

(b) if so, the action taken by Government in this regard; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) No, Sir.

(b) Does not arise

(c) Allahabad is already connected by a BG rail line to Bhopal and Kota.

[English]

Foreign Exchange Earnings of Commercial Banks in Kerala

2214 SHRI P A ANTONY. Will the Minister of FINANCE be pleased to state:

(a) the amount of foreign exchange earned by the commercial banks in Kerala through non-resident Indians during the last three years.

(b) the total foreign exchange received by the commercial banks in Trichur districts in Kerala;

(c) the concessions and incentives being given to the Non-Resident Indians; and

(d) whether Government proposes to increase the incentives to the Non-Resident Indian especially regarding gold ornaments purchased from foreign countries?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). Full

details are being collected from the concerned regional office of the Reserve Bank of India.

(c) Govt. have introduced, since 1982, several schemes for attracting investments from NRIs/persons of Indian origin resident abroad. These include investments, both on repatriation and non-repatriation basis, in equity shares of Indian companies, Bank Accounts, Government Securities, Units of Unit Trust of India, National Savings Certificates etc. A new scheme of foreign currency denominated Bonds for Non-Resident Indians, on a non-repatriation basis, has also been introduced.

In case of Non-Resident Indians who are individuals, income from interest on bank deposits in any bank in India, dividends from units of the UTI, and interest on National Savings Certificates are exempt from income tax. For this purpose, such deposits, units and National Savings Certificates should be subscribed to in convertible foreign exchange remitted from abroad. Besides, the investment income from other "specified foreign exchange assets" acquired or subscribed to in convertible foreign exchange are charged to tax at a flat rate of 20%. Long term capital gains arising on transfer of such assets are also taxed at a flat rate of 20%. These investments are exempt from wealth-tax and gift-tax, if gifts of such assets are made to close relatives in India.

(d) No Sir.

Deposits of Gramin Banks

2215. SHRI K.P. UNNIKRISHNAN: Will the Minister of FINANCE be pleased to state:

(a) the number of gramin bank branches, State-wise and district-wise, as on 1 January, 1989, and names of sponsoring commercial banks:

(b) the total deposits with gramin banks as on 1 January, 1989;

(c) the credit-deposit ratio of gramin banks; and

(d) whether recruitment rules and roles governing other service benefits have been framed for gramin banks employees?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) Reserve Bank of India (RBI) has reported that as at the end of September, 1988, 13665 branches of Regional Rural Banks (RRBs) were functioning

in the country as per State-wise details given in statement I below. The names of sponsoring banks of RRBs are given in Statement II below. District-wise details are being collected and will be laid on the Table of the House to the extent possible.

(b) and (c). The total deposits with RRBs amounted to Rs. 2376 crores as at the end of June, 1988. Their C: D ratio on that date was 100%.

(d) The recruitment and promotion rules for RRBs employees have been framed and notified on 28.9.1988. The RRBs have also framed Staff Service Regulations in terms of provisions contained in Section 29 of the RRBs Act 1976.

STATEMENT - I

(State-wise details of branches of Regional Rural Banks as on 30.9.88)

<i>Name of State/ Union Territory</i>	<i>No. of branches</i>
1	2
1. Andhra Pradesh	1072
2. Assam	348
3. Bihar	1799
4. Goa	—
5. Gujarat	354
6. Haryana	283
7. Himachal Pradesh	124
8. Jammu & Kashmir	255
9. Karnataka	1044
10. Kerala	270
11. Madhya Pradesh	1533

1	2
12. Maharashtra	501
13. Manipur	27
14. Meghalaya	44
15. Mizoram	32
16. Nagaland	8
17. Orissa	795
18. Punjab	153
19. Rajasthan	1027
20. Sikkim	—
21. Tamil Nadu	182
22. Tripura	79
23. Uttar Pradesh	2937
24. West Bengal	783
25. Andaman & Nicobar Islands	—
26. Arunachal Pradesh	15
27. Chandigarh	—
28. Dadra & Nagar Haveli	—
29. Daman & Diu	—
30. Delhi	—
31. Lakshadweep	—
32. Pondicherry	—
Total:—	13665

STATEMENT - II

*(Names of the sponsoring banks of
Regional Rural Banks in the country)*

Sl. No. Name of the sponsoring banks

1	2
1.	State Bank of India
2.	State Bank of Bikaner & Jaipur
3.	State Bank of Hyderabad
4.	State Bank of Indore
5.	State Bank of Mysore
6.	State Bank of Patiala
7.	State Bank of Saurashtra
8.	Allahabad Bank
9.	Andhra Bank
10.	Bank of Baroda
11.	Bank of India
12.	Bank of Maharashtra
13.	Canara Bank
14.	Central Bank of India
15.	Corporation Bank
16.	Dena Bank
17.	Indian Bank
18.	Indian Overseas Bank
19.	New Bank of India
20.	Punjab National Bank

1	2
21.	Punjab and Sind Bank
22.	Syndicate Bank
23.	Union Bank of India
24.	United Bank of India
25.	UCO Bank
26.	Vijaya Bank
27.	Bank of Rajasthan Ltd.
28.	Jammu & Kashmir Bank Ltd.
29.	The UP State Coop. Bank Ltd.

**Over-Bridge between Kandivalee and
Borivalee**

2216. SHRI ANOOPCHAND SHAH:
Will the Minister of RAILWAYS be pleased to
state:

(a) whether there are proposals/plans
to construct a fly over bridge in lieu of Datta
Padu railway crossing between Kandivalee
and Borivalee railway stations of Bombay
suburban section;

(b) the present position and stand of
Bombay Municipal Corporation and the
State Government of Maharashtra in this
matter;

(c) the estimated cost thereof and the
shares of Railways and Bombay Municipal
Corporation; and

(d) by what time the present work is
likely to be started?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI MA-
HABIR PRASAD): (a) Yes, Sir.

(b) The General arrangement plan for the work has been finalised and detailed estimate is under finalisation. The Bombay Municipal Corporation are eager to take up the work early after solving the problem of encroachments, jointly with the State Government.

(c) The total estimated cost of the work is Rs. 7.48 crores which will be shared by the Railways (Rs. 1.64 crores) and the Bombay Municipal Corporation (Rs. 5.64 crores) and the Bombay Municipal Corporation (Rs. 5.84 crores).

(d) The work will be taken up after the sanction of its detailed estimate and removal of of encroachments.

Supply of EMU Coaches for Western Railway

2217. SHRI ANOOPCHAND SHAH: Will the Minister of RAILWAYS be pleased to state:

(a) the number of EMU coaches provided to suburban section of Western Railway, Bombay during April, 1988 to December, 1988;

(b) the number of E.M.U. coaches proposed to be provided during January, February and March, 1989; and

(c) the programme for April, 1989 to March, 1990 for supply of E.M.U. coaches to Western Railway and the requirements and demand by Western Railway suburban section for the above period?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) 30 EMU coaches have been provided to Western Railway, Bombay from April, 1988 to December, 1988.

(b) 9 coaches are planned to be provided upto March, 1989. No EMU coach has been provided in January and February, 1989.

(c) 27 coaches are planned to be supplied to Western Railway from April, 1989 to March, 1990. 45 coaches are required by Western Railway during 1989-90 on codal age basis.

Transfer Policy of LIC

2218. SHRI RAMASHRAY PRASAD SINGH: Will the Minister of FINANCE be pleased to state:

(a) the transfer policy of Life Insurance Corporation of India for general category employees and Scheduled Caste/Scheduled Tribe employees;

(b) whether Scheduled Caste and Scheduled Tribe employees in LIC are being transferred on promotion to far off places according to laid down policy; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) There is no separate transfer policy in respect of general and SC/ST employees. The transfers are effected on the basis of the need, suitability and office exigencies.

(b) Information is being collected and will be laid on the Table of the House.

(c) Does not arise.

Hannover Fair, 1989

2219. SHRI PRATAPRAO B. BHOSALE: Will the Minister of COMMERCE be pleased to state:

(a) whether Hannover fair has opened on 7th March, 1989;

(b) if so, the special features of the Indian pavilion in the fair;

(c) whether this fair is likely to raise expectation for closer cooperation between Indian and West Germany; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI P.R. DAS MUNSI): (a) Hannover Fair CCB it '89 is being held from 8th to 15th March, 1989.

(b) The Indian pavilion in the fair enjoys a special status as the theme of CeBit'89 is "Business with India". The Indian display is a comprehensive one and will cover our capabilities in electronics, software, hardware and telecommunication sectors. A 5—day workshop "Business with India" will include a series of lectures, panel discussions on major aspects of economic and technological cooperation with India and involve policy makers and experts from India, the Federal Republic of Germany and other countries.

(c) and (d). It is expected that India's participation will create greater awareness about our capabilities in the select fields covered by the fair and lead to increased business contacts between India and West Germany.

Railway Projects in Maharashtra

2220. SHRI PRAKASH V. PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway projects in Maharashtra initiated at the beginning of the 7th Plan alongwith the financial outlay made and the target of completion thereof;

(b) the progress made in regard to each of these projects; and

(c) the reasons for slow progress, if any?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) No New Line and Gauge Conversion project was initiated in Maharashtra at the beginning of the VII Plan.

(b) and (c). Do not arise.

Potential of Leather Export

2221. SHRI PRAKASH V. PATIL: Will the Minister of COMMERCE be pleased to state:

(a) whether export of Indian leather goods to European market has been satisfactory;

(b) whether Government are aware of steep fall projected in the demand for leather goods in world market;

(c) if so, the steps being taken to diversify the Industry and promote the use of synthetic material; and

(d) whether Government propose to set up a training centre in Maharashtra to train traditional manufacturers in the use of synthetic material?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI P.R. DAS MUNSI): (a) Export of Indian leather and leather products to Europe have been recording considerable increases over the past few years.

(b) and (c). According to available information no steep fall in the demand for leather goods in world market is foreseen in the near future. The licensing policy for leather foot-

wear and leather goods already provides for flexibility of manufacturing operations. The Government is also licensing units for manufacture of footwear made of synthetic material.

(d) The Government has undertaken setting up of a Central Footwear Training Centre in Maharashtra for training of technicians in footwear technology, which may include the use of synthetic material as well.

Posting of Husband and Wife at Same Station

2222. SHRI DHARAM PAL SINGH MALIK: Will the Minister of FINANCE be pleased to state:

(a) whether the policy of posting of husband and wife at the same station is being strictly followed in Banking Division in his Ministry;

(b) if not, the reasons therefor and whether complaints in this regard have been received from some Members of Parliament;

(c) if so whether any action has been taken in the matter;

(d) if not, the reasons therefore; and

(e) the likely date by which action will be taken?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). The

guidelines regarding posting of husband and wife at the same station are being followed in the Banking Division of the Ministry of Finance. No requests from Officials working in this Division or complaints from Hon'ble Members of Parliament in this regard are pending consideration.

(c) to (e). Do not arise.

Searches Conducted by Income Tax Authorities

2223. SHRI SYED SHAHABUDDIN: Will the Minister of FINANCE be pleased to state:

(a) the number of searches conducted by the Income Tax authorities during 1986-87, 1987-88 and during 1988-89 upto 31 December, 1988;

(b) the total amount of unaccounted assets seized, year-wise;

(c) the number of prosecutions launched on the basis on the above searches year-wise; and

(d) the number of cases pending on 31 December, 1988 by year of origin?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K. PANJA): (a) and (b). The details of searches conducted by the Income-Tax Department and the seizure of prima facie unaccounted assets are given below, year-wise:

<i>Financial Year</i>	<i>No. of searches</i>	<i>Value of assets seized (Rs. in crores)</i>
1986-87	7054	100.70
1987-88	8464	145.02
1988-89	5508	117.15
(From 1.4.88 to 31.12.88)		

(c) and (d). Prosecutions for offences under the Direct Tax enactments are not launched on the basis of searches *per se*. While prosecutions for tax evasion are generally launched after the relevant assessment is upheld in first appeal, in respect of other tax offences, prosecutions are

launched, after careful evaluation of the evidence relating thereto. 9303 prosecutions in respect of tax offences were pending in courts as on 31.3.1986. Details regarding prosecutions launched and decided since then, are given below:

<i>Financial Year</i>	<i>No. of prosecutions Launched</i>	<i>decided</i>	<i>Pendency at the end of the financial year.</i>
1	2	3	4
1986-87	5258	396	14165
1987-88	7361	433	21093
1988-89	1576	747	21922

(From 1.4.88 to 31.12.88)

Foreign Investment

same period; and

2224. SHRI SYED SHAHABUDDIN:
Will the Minister of FINANCE be pleased to state:

(d) the number of projects included in (c) above which are being or have been implemented?

(a) the actual additional foreign investment in India in rupees during the last five years, year-wise;

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) to (c). Statement of available information is given below.

(b) break-up by country of origin;

(c) the number of foreign investment proposals approved, year-wise during the

(d) This information is not being collected by Government.

STATEMENT

(a) and (b). The actual additional investment in India (excluding investment by NRIs) for the years 1985, 1986 and 1987, and the break-up thereof by major investing countries are as under:

	<i>(Rs. lakhs)</i>		
	1985	1986	1987
1	2	3	4
Total	3506	3717	3864

Of which

U.S.A.	623	575	775
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1	2	3	4
U.K.	275	242	372
Japan	455	1976	344
West Germany	107	392	959
France	45	68	139
Canada	—	30	46
Sweden	Neg.	14	109
Switzerland	51	61	92
Italy	32	15	142
Bahrain	1097	428	304
Finland	7	43	35
Belgium	7	18	—
Holland	—	22	465

(c) The number of foreign investment proposals (inducing NRI investments) approved during the period 1984 to 1988 is as under:—

1984	1985	1986	1987	1988
1	2	3	4	5
151	238	240	242	282

Branches of Nationalised Bank

2225. SHRI SYED SHAHABUDDIN:
Will the Minister of FINANCE be pleased to state:

(a) the number of branches of each nationalised bank, State-wise, as on 31 December, 1988;

(b) whether Government propose to rationalise the opening of the branches and to demarcate the areas of expansion for each bank to concentrate upon; and

(c) whether Government propose to restrict and reduce the number of nationalised banks working in each district, apart from the State Bank of India and the lead bank concerned?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) The Statewise position of branches of Public Sector Banks as at the end of September, 1988 (latest available) is given in the Statement below.

(b) Under the Service Area Approach to be introduced from 1.4.89, each village will be allotted to a rural or a semi-urban bank branch with a view to bring about a planned disbursement of credit.

(c) Reserve Bank of India (RBI) has reported that it may not be possible for practical reasons to restrict and reduce the number of banks apart from State Bank of India and lead bank functioning in a district. With a view to ensuring that individual bank get an equitable share in the overall expansion, the other banks which have also a fair representation in the area, are also allowed to open branches at the identified centres under the Branch Licensing Policy.

STATEMENT

<i>S.No.</i>	<i>Name of the State/Union Territory</i>	<i>No. of branches</i>
1	2	3
1.	Andhra Pradesh	3056
2.	Arunachal Pradesh	41
3.	Assam	649
4.	Bihar	2549
5.	Goa	243
6.	Gujarat	2803
7.	Haryana	938
8.	Himachal Pradesh	503
9.	Jammu & Kashmir	236
10.	Karnataka	2587
11.	Kerala	1525
12.	Madhya Pradesh	2379
13.	Maharashtra	4139
14.	Manipur	40
15.	Meghalaya	90

1	2	3
16.	Mizoram	18
17.	Nagaland	59
18.	Orissa	1034
19.	Punjab	1887
20.	Rajasthan	1560
21.	Sikkim	25
22.	Tamil Nadu	2794
23.	Tripura	67
24.	Uttar Pradesh	4645
25.	West Bengal	2709
26.	Andaman & Nicobar Islands	16
27.	Chandigarh	104
28.	Dadra & Nagar Haveli	6
29.	Daman & Diu	10
30.	Delhi	988
31.	Lakshadweep	5
32.	Pondicherry	54

Raids on the Premises of Ball Pen Manufacturing

2226. SHRI KAMLA PRASAD SINGH: Will the Minister of FINANCE be pleased to refer to the reply given on 25 November, 1988 to Unstarred Question No. 2202 regarding raids on Ball Pen Companies and state:

(a) the details of leading Ball Pen

Companies and their associates which were searched by the Income-tax department and the details of the persons who admitted concealment of income of nearly Rs. 4,62 crores; and

(b) the action taken by Government in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K.PANJA): (a) The Ball Pen Company

and its associates, who were searched by the Income-tax Department, are as under:-

- i) M/s. Balkrishna Pen P. Ltd.
- ii) Shri Dwarkadas J. Sanghvi
- iii) Shri Kiron D. Sanghvi
- iv) Shri Ashok D. Sanghvi
- v) Shri Balkrishna D. Sanghvi
- vi) Shri Jayanti D. Sanghvi
- vii) M/s. Sanghvi Swiss Refills
- viii) Smt. Meenakshi K. Mehta
- ix) Shri Jagdish Zaveri
- x) M/s. Joshi Formulabs Pvt. Ltd.

During the course of searches, statements admitting concealment of income were made on behalf of all the persons/concerns mentioned above.

(b) The Investigation Wing of the Income-tax Department after conducting the necessary postsearch investigations have handed over the cases to the concerned assessing officers. These officers have since passed orders under section 132 (5) of the Income-tax Act summarily estimating the income and the tax liability. Most of the seized assets have been ordered to be retained to meet the tax liability.

Applicability of Ban Orders in Posts of Stenographers

2227. SHRI KAMLA PRASAD SINGH: Will the Minister of FINANCE be pleased to state:

(a) whether there are Government orders that stenographers posts are to be

created/upgraded simultaneously on the creation/upgradation of posts of officers

(b) if so, the reasons for application of ban orders on the posts of stenographers which have been upgraded/created consequent to the cadre review of officers on which application of ban orders were relaxed; and

(c) the details of steps taken/proposed to advise the Ministries/Departments suitably on the applicability of ban orders?

THE MINISTER OF STATE IN DEPARTMENT OF EXPENDITURE IN THE MINISTRY OF FINANCE (SHRI B.K.GADHVI): (a) to (c). The extant guidelines regarding creation/upgradation of posts lay down the procedure applicable to various categories of posts e.g. plan non-plan etc. and not to posts by various designation e.g. officers, stenographers. In keeping with these guidelines, non-plan posts of officers required to be created upgraded as a result of cadre review of organised services need upgraded as a result of cadre review of organised services need the approval of the Cabinet. No separate relaxation of the orders is required for the posts of Stenographers that may be found necessary to be created/upgraded consequent on cadre review, if the details of such posts are simultaneously indicated for approval of the Cabinet. No further instructions in this regard are contemplated.

Acts of Parliament

2228. SHRI KAMLA PRASAD SINGH: Will the Minister of LAW AND JUSTICE be pleased to refer to the answer given on 18 November, 1988 to Unstarred Question No. 1168 regarding Acts of Parliament and state:

(a) whether the annual Acts of Parliament for the years 1986 and 1987 have also

been made available to the public;

(b) if not the details of steps taken in this regard; and

(c) the time by which these will be made available to the public?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ): (a) No, Sir.

(b) The annual Acts of Parliament for the year 1986 have been printed and are in the process of being bound in the Government of India Press, Minto Road. The copies of the said volume are likely to be supplied to the Parliament secretariat for distribution to Members of Parliament by the middle of March, 1989. The complete proofs of the annual Acts of Parliament for the year 1987 are expected to be received from the Government of India Press, Minto Road, by the end of July, 1989, for being checked in this Department.

(c) It is expected that the annual Acts of Parliament for the year 1986 will be made available to the public by the end of May, 1989 and the annual Acts of Parliament for the year 1987 will be made available to the public by the end of this year.

Railway School, Pondanur

2229. SHRI C.K. KUPPUSWAMY : Will the Minister of RAILWAYS be pleased to state:

(a) Whether there is any proposal to start Higher Secondary Course in the Railway School, Pondanur;

(b) if so, when it will be introduced; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) No, Sir.

(b) Does not arise.

(c) Provision of educational facilities is primarily the responsibility of the State Government Ministry of Human Resource Development (Department of Education). However, Railways have provided educational facilities to a limited extent within their resources as a measure of staff welfare. Owing to constraint of funds, Railways are finding it difficult to enlarge the scope further.

Staff Quarters at Podanur

2230. SHRI C.K. KUPPUSWAMY: Will the Minister of RAILWAYS be pleased to state :

(a) whether the railway staff quarters at Podanur railway station are more than 100 years old and in dilapidated condition; and

(b) if so, whether there is any proposal for renovation of the old quarters or construction of new quarters?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) Out of 880 units of staff quarters at Podanur, 112 units are over 100 years old. These are not in a dilapidated condition.

(b) Does not arise.

Foot over bridge at Podanur

2231. SHRI C.K. KUPPUSWAMY : Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to construct a foot-over bridge at the level crossing in the yard near IOW office at

Podanur railway station; and

(b) if so, whether the proposal has been approved and when the work is likely to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) No, Sir.

(b) Does not arise.

Stoppage of Island Express at Pudukkadu

2232. SHRI P.A. ANTONY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the passenger traffic at Pudukkadu railway station near Trichur warrants the stoppage of Island Express at the station;

(b) if so, whether Government propose to provide stoppage of the train at Pudukkadu; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) to (c). This train already stops at Pudukkadu.

Deposits of Private Sector Banks

2233. SHRI KAMLA PRASAD SINGH: Will the Minister of FINANCE be pleased to state the deposits and the number of branches, bank-wise, of non-nationalised private sector banks (other than co-operative banks and foreign banks) in the country as on 1 January, 1989?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): Reserve Bank of

India (RBI) has reported that at present 32 non-nationalised banks (290 scheduled and 3 non-scheduled) in the private sector are functioning in the country.

The aggregate deposits (other than from banks) as on the last Friday of December, 1988 in respect of the 29 scheduled non-nationalised private sector banks, as reported by RBI, were of the order of Rs 6412.46 crores (Provisional).

As per the information available with the RBI, as on 30.12.88, the 32 private sector banks had 4239 branches.

Security Guards for Search Parties of Income-Tax

2234. SHRI LALA RAM KEN: Will the Minister of FINANCE be pleased to state:

(a) whether the armed guards provided to the search party of Income-tax have got firing powers in the event of an attack on Income-tax staff during search operations;

(b) if so, the details thereof;

(c) whether there have been instances of attacks on Income-tax officials in Delhi during search operations during the last one year;

(d) if so, the details thereof and the action taken; and

(e) the steps proposed to be taken to stop such indecencies in future?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K. PANJA): (a) and (b). Armed guards provided to search parties of the Income-tax Department are drawn from different Police Organizations. These guards are governed by the rules and policies of their respective police

organizations. The Income-tax Act does not confer any special firing powers on such guards, in the event of an attack on Income-tax staff during search operations.

(c) No, Sir.

(d) and (e). Do not arise in view of the reply given at (c) above.

Boards of Directors of Nationalised Banks

2235. SHRI SIMON TIGGA: Will the Minister of FINANCE be pleased to state:

(a) the criteria for appointment of Directors on the Board of Directors of each bank;

(b) whether there is any reservation for Scheduled Castes and Scheduled Tribes; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) to (c). The Boards of the nationalised banks are to be constituted keeping in view the criteria prescribed in the Nationalised Banks (Management and Miscellaneous Provisions) Schemes of 1970 and 1980. Although the Nationalised Schemes do not stipulate appointment of persons belonging to Scheduled Castes/ Scheduled Tribes but it has been the endeavour of the Government to give due representation to these categories also in the matter of appointment of Directors on the Boards of Banks.

Strengthening of Surface and Ground Water in Orissa

2236. SHRI ANADI CHARAN DAS: Will the Minister of WATER RESOURCES be pleased to state the target fixed/achieved

under the Centrally Sponsored Scheme for "Strengthening of Surface and Ground Water in Orissa?"

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRIMATI KRISHNA SAHI): The Centrally Sponsored Scheme for "strengthening of Surface and Ground Water (Minor Irrigation) Organisations in the States and Union Territories, provides for financial assistance to the States on a matching basis. Till today Rs 94.705 lakhs has been given as Central Share to State of Orissa against the specific proposals received from the State Government.

Sales of Confiscated Fire Arms at Customs Shops

2237. SHRI MANIK REDDY:
SHRI G. BHOOPATHY:

Will the Minister of FINANCE be pleased to state:

(a) whether confiscated fire arms are kept for sale at Customs Shops;

(b) if so, the kind and type of such fire arms and price thereof in each category;

(c) the existing procedure for their sale to public and also to Members of Parliament; and

(d) the number of such fire arms sold during the last three years; category-wise?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K. PANJA): (a) to (c). As per the present policy confiscated fire arms are not sold to the general public but are appropriated for departmental use. Any weapons of non-prohibited bore found surplus to the Departments' needs may be allotted to a Member of

Parliament for being purchased at the market price less 5% discount.

(d) Thirty eight Members of Parliament have been allotted such fire-arms the present policy came into vogue i.e. from October 1987 to 31.1.1989.

Saving Income Ratio

2238. **SHRI SRIKANTHA DATTA:**
NARASIMHARAJA WADIYAR

Will the Minister of FINANCE be pleased to state:

(a) whether Government have made any assessment on the saving and investment estimates of the Reserve Bank of India;

(b) whether the saving income ratio has declined sharply during 1986-87 and 1987-88;

(c) if so, the factors responsible therefore; and

(d) the steps taken to avoid such disturbing trend of declining saving-income ratio?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) In pursuance of the recommendations of the Working Group on Savings set up by the Department of Statistics under the Chairmanship of Prof. K.N. Raj, the preparation of saving and investment estimates for the country has now become the joint responsibility of the Reserve Bank of India and the Central Statistical Organisation. The estimates of net domestic saving and investment prepared in the Reserve Bank sometime in July/August were published in its Report on Currency

and Finance. However, these data have been subsequently revised and released by CSO through their quick estimates in the last week of January, 1989.

(b) The quick estimates released by CSO indicate that the gross saving income ratio has declined from 21.6 per cent in 1986-87 to 20.2 per cent in 1987-88.

(c) The decline in saving income ratio during 1987-88 may be mainly attributed to the fall in public sector's saving by 22.8 per cent in 1987-88. The saving of the household sector, on the other hand, has recorded a rise of 8.5 per cent and that of the private corporate sector has also registered a rise of 15.4 percent in 1987-88.

(d) The decline in saving-income ratio in 1987-88 is also partly attributable to the adverse effects of the drought occurring in that year. With the recovery of agriculture during the current year it is expected that the decline in saving income ratio would be stemmed and possibly be reversed. Necessary steps are also being taken to promote the operational efficiency of the public sector enterprises so that they can generate large internal savings.

Complaints Against Harassment by Customs Authorities

2239. **SHRI T. BASHEER:** Will the Minister of FINANCE be pleased to state:

(a) whether Government have received complaints from the Indians working abroad regarding alleged harassment of passengers by customs authorities;

(b) if so, the details thereof; and

(c) the steps taken or proposed to be taken by Government in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K.PANJA): (a) and (b). Complaints are occasionally received from Indians working abroad regarding their clearance through Customs at the airports. The complaints relate to alleged delays in clearance, over-valuation and over-assessment of goods imported in baggage, rude behaviour and denial of concessions under the Baggage Rules.

(c) The Government have introduced a system of clearance of passengers based on their declaration regarding the value and contents of their baggage. Examination of baggage is resorted to only in cases of suspicion. The majority of the passengers are cleared in the 'walk through, Green Channel' without examination. The system of clearance provides for adequate and close supervision by senior officers so as to minimise instances of complaints of harassment. Examination of baggage is also done under the supervision of senior officers in order to avoid possible harassment to passengers.

Offer for Indian Investment in Bangladesh

2240. SHRI BALASAHEB VIKHE PATIL:
SHRI V. TULSIRAM :

Will the Minister of COMMERCE be pleased to state:

(a) whether some investors from India have offered to invest in Bangladesh;

(b) if so, the details thereof;

(c) the terms and conditions for investment offered by Bangladesh and accepted by Union Government ; and

(d) the details of investors from the

State of Maharashtra and Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI P.R. DAS MUNSHI): (a) to (c). Presently only one joint venture has been approved by Government involving Indian equity investment in Bangladesh. The venture has been established by M/s. Birla Technical Services, a division of National Engineering Industries Ltd., Calcutta, for manufacture of sponge iron. The Indian equity involvement is US\$ 1.88 million. The Indian party is also to execute the contract package worth about US\$ 70.6 million. The Bangladesh Govt. will stand guarantee for deferred credit upto 85% of contract value.

(d) No investment proposal has been received from Maharashtra and Andhra Pradesh under the scheme of joint ventures abroad.

[Translation]

Bad Debts in Nationalised Banks

2241. SHRI BALWANT SINGH RAMMOOWALIA:
SHRI DINESH GOSWAMI:

Will the Minister of FINANCE be pleased to state:

(a) whether a major portion of profits earned by the nationalised banks include bad debts; and

(b) the criteria for showing a certain amount as bad debts and at which level such a decision is taken?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). The public sector banks prepare their profit and loss accounts in accordance with the for-

mats prescribed in the Banking Regulation Act, 1949. The banks indicate their income in the profit and loss accounts after deducting all provisions including provisions made towards bad and doubtful debts to the satisfaction of their statutory auditors.

The assessment of realisability of an advance, and the provision to be made therefor where an advance becomes irrecoverable is determined by the managements of the banks. In order to ensure uniformity, banks lay down guidelines for their field officers to classify an advance as doubtful of recovery. The practice followed by the banks in this regard is examined by the Reserve Bank of India during the course of its annual inspection of the banks.

[English]

Bank Loans to Journalists for Purchase of Vehicles

2242. PROF. RAMAKRISHNA MORE: Will the Minister of FINANCE be pleased to refer to the reply given on 2 December, 1988 to Unstarred Question No. 3025 regarding representation from Press Association for grant of loans for purchase of vehicles under professionals category and state;

(a) whether the Reserve Bank of India has processed the representation of the Press Association, New Delhi asking for grant of loans under professionals category;

(b) whether RBI has issued a directive to nationalised banks to recognise journalists accredited to the Government of India under professional category; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) Yes, Sir.

(b) and (c). Reserve Bank of India has advised that journalists who are in the regular employment of a particular newspaper/magazine cannot be considered within the priority sector for the purposes of bank credit since under the Credit Guarantee Scheme of Deposit Insurance and Credit Guarantee Corporation (DICGC) any credit facility, granted to persons who are employed on a regular salary, is not eligible for guarantee cover. This distinction is wholesome as the requirement of equipments, vehicles, etc. in such cases would be provided by the employers themselves or they can be provided assistance under the normal schemes of banks for provision of consumer loans, which will be outside the priority sector. In the circumstances, accredited journalists/cameramen who are free-lancers i.e. not employed by a particular newspaper/magazine, can be classified under the category of 'professionals and self employed persons' by banks for the purpose of bank finance. Credit for acquisition of equipments/vehicles by such borrowers can be given under the terms and conditions stipulated in RBI's guidelines to banks for priority sector lending.

Small Savings from Rural Areas

2243. SHRI PRAKASH V. PATIL: Will the Minister of FINANCE be pleased to state:

(a) the mobilisation of small savings by Post Offices in Maharashtra during 1986, 1987 and 1988;

(b) how much of these savings have come from rural areas; and

(c) steps taken for a better drive and improved schemes to encourage savings in the rural areas?

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO): (a) and (b). The

gross collections in Small Savings in Maharashtra (including collections in rural areas)

during the last three financial years are as under:

<i>Year</i>	<i>Gross Collection (Rs. in Crores)</i>
1985-86	1829.25* (*includes collections in Goa)
1986-87	1169.47
1987-88	1267.49

(c) To encourage savings in the rural areas, new schemes namely, Indira Vikas Patra, Post Office Monthly Income Scheme and Kisan Vikas Patra have been introduced and publicity on Small Savings Schemes has been stepped up.

customs duty on urea when imported for use as manure.

[*English*]

[*Translation*]

Price of Urea

2244. SHRI R.M. BHOYE : Will the Minister of FINANCE be pleased to state:

(a) the per tonne price of urea manufactured indigenously and the Excise duty levied on it; and

(b) the per tonne price of imported urea and the Import duty charged on that

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K.PANJA): (a) The price of urea manufactured indigenously varies from plant to plant depending on the feedstock used and the capital investment involved. The ex-factory price ranges from Rs. 2436 per tonne to Rs. 5187 per tonne. The all-India weighted average price is Rs 3539 per tonne. Urea is totally exempt from excise duty when used as fertilizer.

(b) No import of urea has taken place during the year 1988-89 so far. There is no

Freight performance of South-Eastern Railway

2245. SHRI RADHAKANTA DIGAL: Will the Minister of RAILWAYS be pleased to state:

(a) the target set by South Eastern Railway for movement of freight traffic during the financial year 1988-89;

(b) whether the target has been achieved; and

(c) if so, the details thereof and if not, the steps taken to improve the performance in this respect?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) The target for South Eastern Railways for the financial year 1988-89 is 100.75 million tonnes of Revenue Earning Freight Traffic.

(b) and (c). The position regarding achievement of target will be known only at the end of the financial year.

Smuggling of Coal

2246. SHRI K. RAMAMURTHY: Will the Minister of FINANCE be pleased to state:

(a) the steps being taken to curb smuggling of coal out of the country; and

(b) the action taken against those involved after the raids carried out by the Revenue Intelligence Department of the Finance Ministry which have revealed that huge premiums are being paid for delivery

orders of coal?

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K. PANJA): (a) Available reports do not indicate smuggling of coal out of the country at present. The Government is firmly resolved to combat smuggling. For this purpose, the antismuggling drive has been intensified. The value of contraband goods seized during the last three years, by all the enforcement agencies is given below:-

(Value : Rs . in crores)

	1986	1987	1988* (Upto 28.2.89)	1989*
Value of Goods seized. (All Commodities)	217.52	251.47	443.15	106

* Figures are provisional

(b) No such raids have been carried out by Directorate of Revenue Intelligence.

know a person who has come as an independent member to this House. We would like to know whether that is a recognised political party, what is his status, what is the impact. (Interruptions)

12.00 hrs.

[English]

SHRI P.R. KUMARAMANGALAM (Saalem): There is an urgent matter of public importance. I would like to have a clarification. The daily papers today have brought to our notice that some hon. Members of this House are speaking of an organisation called Janata Dal. Is this organisation a recognised political party? I want a clarification.

KUMARI MAMATA BANERJEE (Jadavpur): Yes. We want to know. (Interruptions)

MR. SPEAKER: What are you doing?

SHRI P.R. KUMARAMANGALAM: We

MR. SPEAKER: Look here. This is not a matter before the House. Secondly, this is in contravention of Rule 334A. The notice shall not be given any publicity by any member.

SHRI P.R. KUMARAMANGALAM: Yes. That rule has been violated.

MR. SPEAKER: It should not have been given in the first instance. Secondly, as per the rules,...

(Interruptions)

SHRI S. JAIPAL REDDY (Mahbubnagar): It is not a notice. It is a letter. (Interruptions)

SHRI SURESH KURUP (Kottayam): It is not a notice. I want a clarification whether

it is a notice or a letter.

SHRI S. JAIPAL REDDY: It is a letter written by a member to the Speaker.

SHRI BASUDEB ACHARIA (Bankura): He has written a letter to you.

MR. SPEAKER: He has given a communication to me. I have not taken a decision on it. Secondly, every action initiated by anybody has its repercussions and chain reaction. According to the rules I have to decide whether there is any Janata Dal existing in this House or not.

PROF. MADHU DANDAVATE (Rajapur): I have already given you today.

MR. SPEAKER: Professor Sahib, after my consent is given, then it will come into existence, if I give the consent, and if you fulfil the conditions. I will have to go into all that.

PROF. MADHU DANDAVATE: We are already born. You have to give the certificate. That is all. (*Interruptions*)

MR. SPEAKER: When I am standing why are you shouting all the time unnecessarily? That is the worst thing which happens.

(*Interruptions*)

MR. SPEAKER: Does not matter. It is not with your saying that you become Janata Dal. You have to give something as per the requirements. That is what I have to decide, not you.

SHRI S. JAIPAL REDDY: We have done it. You may decide whatever you like.

MR. SPEAKER: You cannot become Janata Dal until and unless I decide and give you the name. I have to decide it, if you fulfil the conditions.

(*Interruptions*)

MR. SPEAKER: Do not argue with me. I have to go according to the rules. I will not be changing any rules.

(*Interruptions*)

[*Translation*]

MR. SPEAKER: Why all of you are making noise?

[*English*]

Why can you not sit properly? You are not concerned with it. The question is, there are prerequisites for everything. Professor Sahib has given me today.

(*Interruptions*)

MR. SPEAKER: They are raising it. They are protesting against it.

PROF. MADHU DANDAVATE: They violate the rules always.

MR. SPEAKER: You also do it some times.

(*Interruptions*)

MR. SPEAKER: Nothing happens until and unless I decide and they fulfil all the conditions. Then I can take a decision.

SHRI P.R. KUMARAMANGALAM: What about the violation of rules? (*Interrup-*

tions)

SHRI BASUDEB ACHARIA: A serious situation has arisen in three districts of West Bengal-Bardwan, Hooghly and Howrah, due to the non-release of water from the DVC barrage. The entire standing crop is destroyed.

MR. SPEAKER: You give me a notice.

(Interruptions)

[Translation]

MR. SPEAKER: You are not allowing me to speak.

[English]

If you do it now I will not admit it. Will you just listen?

SHRI BASUDEB ACHARIA: Unless water is released immediately,...

MR. SPEAKER: Achariaji, this is the worst thing with you. Even when I listen and give you sympathetic consideration, you shout. I say that you give me a notice, then I will find out.

SHRI BASUDEB ACHARIA: I have already given a notice.

SHRI ANIL BASU (Arambagh): We have already given notice. *(Interruptions)*

MR. SPEAKER: Now you sit down. Nothing goes on record.

(Interruptions)

SHRI BASUDEB ACHARIA: Unless water is released immediately, the entire crop will be destroyed... *(Interruptions)*

MR. SPEAKER: Mr. Acharia, you are a leader.

(Interruptions)

MR. SPEAKER: What pains me is, without rhyme or reason you shout.

(Interruptions)

MR. SPEAKER: When I say that I will do whatever can be done, why can't you sit down?

(Interruptions)

SHRI BASUDEB ACHARIA: So, you are directing the Minister to take immediate steps... *(Interruptions)*

MR. SPEAKER: This man is incorrigible. He is irrelevant.

(Interruptions)

SHRI BASUDEB ACHARIA: No, Sir. How can you say that I am irrelevant?... *(Interruptions)*

MR. SPEAKER: Because I give it the highest importance and you want to denigrate it again.

(Interruptions)

MR. SPEAKER: When I said that I am going to do it, why should you bother about it? Please sit down.

Shri Dharam Pal Singh Malik.

(Interruptions)

MR. SPEAKER: Shri Dharam Pal Singh Malik has my permission.

12.06 hrs.

QUESTION OF PRIVILEGE

SHRI DHARAM PAL SINGH MALIK (Sonepat): Sir, I have given a privilege motion under Rule 222.

MR. SPEAKER: Yes, I am satisfied. It is quite in order.

[*Translation*]

SHRI DHARAM PAL SINGH MALIK: Mr. Speaker, Sir, this is a very serious matter. Shri Mani Ram Bagri, the ex-member of Parliament, has made a statement that the Lok Sabha is the panchayat of liars. He has stated that the Members of Janata Dal in the House call themselves as independent Members or Members of Janata Party...

[*English*]

MR. SPEAKER: Yes, you can raise it as a matter of privilege.

[*Translation*]

SHRI DHARAM PAL SINGH MALIK: Outside the House, they call themselves the Members of Janata Dal and inside the House, they call themselves independent Members. It is on this basis that he (Shri Bagri) has made this statement. He has written a letter to you also. (*Interruptions*)

[*English*]

PROF. MADHU DANDAVATE (Rajapur): For your information, Shri Mani Ram Bagri is not in Janata Dal... (*Interruptions*)

[*Translation*]

SHRI DHARAM PAL SINGH MALIK: My submission is that Shri Mani Ram Bagri should be summoned before the Privileges Committee and action should be taken against him for the statement he has made. Besides, the matter should be discussed in the House also.

MR. SPEAKER: As regards discussion in the House we will see to it later on.

[*English*]

I am concerned with the privilege.

(*Interruptions*)

SHRI S. JAIPAL REDDY (Mahbubnagar): We are Janata Dal inside the House, outside the House, on the ground, in the sky... (*Interruptions*)

MR. SPEAKER: Still you are in sky, not in the ground.

(*Interruptions*)[*Translation*]

SHRI DHARAM PAL SINGH MALIK: Mr. Speaker, Sir, because of their fault, Shri Mani Ram Bagri, an ex-member of Parliament has called the entire Lok Sabha as the 'panchayat of liars'. This is a very serious matter. The statement attacks everybody including the Opposition and the Ruling Party. The statement of Shri Bagri that "The Parliament is a panchayat of liars" has been published in all the newspapers and I have a copy of the newspaper with me. Shri Bagri has written letters to the hon. Speaker and the hon. Chairman of Rajya Sabha.

MR. SPEAKER: Please talk about Lok Sabha and not of Rajya Sabha here.

(*Interruptions*)[*English*]

MR. SPEAKER: Now I shall put it to the House. Is it the wish of the House that it should be sent to the Privileges Committee?

HON. MEMBERS: Yes.

MR. SPEAKER: Okay.

*(Interruptions)***[English]**

KUMARI MAMATA BANERJEE (Jadavpur): Sir, I have given a privilege motion against Mr. Amal Datta... *(Interruptions)*

[Translation]

MR. SPEAKER: I have received it just now. I will see it.

(Interruptions)

MR. SPEAKER: I can not say anything without going through it.

*(Interruptions)***[English]**

MR. SPEAKER: First I have to go through it and find out. If there is *prima facie* case, then I will allow it. Otherwise, not.

*(Interruptions)***[Translation]**

SHRI BALWANT SINGH RAMOOWALIA (Sangrur): Mr. Speaker, Sir, the release of Jodhpur detenues is a good step. However, the situation has become complicated with the re-arrest of Shri Tohra and 77 others.

[English]

MR. SPEAKER: All right, not like this.

(Interruptions)

DR. CHANDRA SHEKHAR TRIPATHI (Khalilabad): Mr. Ram Jethmalani... *(Interruptions)*

MR. SPEAKER: He is not a Member of this House. Let the Upper House take care of it. He is not my Member.

(Interruptions)

SHRI P.K. THUNGON (Arunachal West): Sir, at this time of civilisation, a kind of terror, which was perpetrated by Hitler in Germany, is going on in Tibet... *(Interruptions)*

MR. SPEAKER: You give me something. I cannot allow like this. I do not know what you are saying.

(Interruptions)

MR. SPEAKER: Not allowed.

(Interruptions)

12.10 hrs.

PAPERS LAID ON THE TABLE

[English]

Annual Report of Brahmaputra Board for 1987-88 and statement for delay in laying these papers

THE MINISTER OF LAW AND JUSTICE AND MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND): I beg to lay on the Table:—

- (1) A copy of the Annual Report (Hindi and English versions) of the Brahmaputra Board for the year 1987-88 along with Audited Accounts.
- (2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above. [Placed in Library. See No. LT—7486/89]

Notifications under Customs Act, 1962 and Central Excise and Salt Act, 1944

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K. PANJA): I beg to lay on the Table:—

(1) A copy each of the following Notifications (Hindi and English versions) under section 159 of the Customs Act, 1962:—

(i) G.S.R. 1177 (E) published in Gazette of India dated the 15th December, 1988 together with an explanatory memorandum empowering the Government to take special measures for the purpose of checking the illegal export of Acetic Anhydride across the Indo-Burma border and facilitating the detection of this commodity which is likely to be illegally exported.

(ii) G.S.R. 1201 (E) published in Gazette of India dated the 23rd December, 1988 together with an explanatory memorandum seeking to prescribe effective basic customs duties on specified copper items and on unwrought zinc.

(iii) G.S.R. 1202 (E) published in Gazette of India dated the 23rd December, 1988 together with an explanatory memorandum seeking to exempt auxiliary duty in excess of 30 per cent *ad valorem* in respect of goods covered by Notification No. 319/88-Customs, dated the 23rd December, 1988.

(iv) G.S.R. 1203 (E) published in Gazette of India dated the 23rd December, 1988 together with an explanatory memorandum making certain amendments to Notification Nos. 122/78-Customs, dated the 21st June, 1978, 84/86-Customs, dated 17th February, 1986, 387/87-Customs, dated the 30th December, 1987 and 240/88-Customs, dated the 26th August, 1988 so as to prescribe effective rates of basic customs duty in respect of copper waste and scrap for the manufacture of copper oxychloride,

unwrought lead and unwrought nickel.

(v) G.S.R. 1212 (E) published in Gazette of India dated the 27th December, 1988 together with an explanatory memorandum extending the validity of Notification No. 234/86-Customs, dated the 3rd April, 1986 upto 31st March, 1989.

(vi) G.S.R. 12 (E) published in Gazette of India dated the 9th January, 1989 together with an explanatory memorandum seeking to exempt specified goods imported for display in exhibitions, fairs, meetings and similar events from the whole of the basic and additional duties of customs, subject to certain conditions.

(vii) G.S.R. 13 (E) published in Gazette of India dated the 9th January, 1989 together with an explanatory memorandum seeking to exempt goods covered by Notification No. 3/89-Customs dated the 9th January, 1989 from the auxiliary duty of the customs.

(viii) G.S.R. 74 (E) and 75 (E) published in Gazette of India dated the 2nd February, 1989 together with an explanatory memorandum regarding exemption to specified machinery for the manufacture of rubber surgical gloves from the basic duty of customs in excess of 25 per cent *ad valorem*, whole of the Additional and auxiliary duty of customs leviable thereon. [Placed in Library. See No. LT—7497/89]

(2) A copy each of the following Notifications (Hindi and English versions) under sub-section (2) of section 38 of the Central Excises and Salt Act, 1944:—

(i) G.S.R. 1 (E) published in Ga-

[Sh. A.K. Panja]

zette of India dated the 2nd January, 1989 together with an explanatory memorandum making certain amendment to Notification No. 425/86-CE dated the 18th September, 1988 so as to remove the requirement regarding packing for availing exemption from excise duty on tea falling under sub-heading No. 0902.19 of the Central Excise Tariff when made from duty paid tea.

(ii) G.S.R. 30 (E) published in Gazette of India dated the 16th January, 1989 together with an explanatory memorandum seeking to exempt duty on tobacco powder captively used in the factory of manufacture for further production of gudaku.

(iii) G.S.R. 113 (E) published in Gazette of India dated the 22nd February, 1989 together with an explanatory memorandum providing that the excise duty on items falling under sub-heading No. 2806.90 or 2851.00 of the Schedule to the Central Excise Tariff Act, 1985 and used within the factory of production, shall not be required to be paid during the period from 28th February, 1986 to 24th November, 1987. [Placed in Library. See No. LT—7488/89]

**Industrial Reconstruction Bank of India
General Regulations, 1988. Notifica-
tions under Securities Contracts
(Regulations) Act, 1956 etc.**

THE MINISTER OF STATE IN THE
DEPARTMENT OF ECONOMIC AFFAIRS
IN THE MINISTRY OF FINANCE (SHRI
EDUARDO FALEIRO): I beg to lay on the
Table:—

(1) A copy of the Industrial Recon-
struction Bank of India General

Regulations, 1988 (Hindi and English versions) under sub-section (3) of section 69 of the Industrial Reconstruction Bank of India Act, 1984. [Placed in Library. See No. LT—7489/89]

(2) A copy each of the following Notifi-
cation (Hindi and English versions)
under sub-section (3) of section 30
of the Securities Contracts (Regu-
lation) Act, 1956:—

(i) The Securities Contracts
(Regulation) Amendment Rules,
1988 published in Notification No.
G.S.R. 1070 (E) in Gazette of India
dated the 15th November, 1988.

(ii) S.O. 1194 (E) published in
Gazette of India dated the 22nd
December, 1988 granting perma-
nent recognition to Madhya
Pradesh Stock Exchange, Indore.

(iii) S.O. 41 (E) published in Ga-
zette of India dated the 9th Janu-
ary, 1989 granting recognition to
Jaipur Stock Exchange Limited,
Jaipur.

(iv) S.O. 42 (E) published in Ga-
zette of India dated the 9th Janu-
ary, 1989 regarding extension of
section 13 of the Securities Con-
tracts (Regulation) Act, 1956 to
area covered by the Municipal
Corporation of Jaipur in Rajasthan.
[Placed in Library. See No. LT—
7490/89]

(3) A copy of Eighteenth Valuation
Report (Hindi and English ver-
sions) of the Life Insurance Corpo-
ration of India as on 31st March,
1988, under section 29 of the Life
Insurance Corporation Act, 1956.
[Placed in Library. See No. LT—
7491/89]

(4) (i) A copy of the Annual Report
(Hindi and English versions) of the

National Bank for Agriculture and Rural Development for the year 1987-88 along with Audited Accounts, under sub-section (5) of section 48 of the National Bank for Agriculture and Rural Development Act, 1981.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Bank for Agriculture and Rural Development for the year 1987-88. [Placed in Library. See No. LT—7492/89]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Delhi Financial Corporation for the year 1987-88 under sub-section (3) of section 38 of the State Financial Corporation Act, 1951.

(ii) A copy of the (Hindi and English versions) on the Accounts of the Delhi Financial Corporation for the year 1987-88 under sub-section (7) of section 37 of the State Financial Corporation Act, 1951.

(iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Delhi Financial Corporation for the year 1987-88.

- (6) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above. [Placed in Library. See No. LT—7493/89]

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRIMATI KRISHNA SAH): I beg to lay on the Table a copy of the Annual Report (Hindi and English versions) of the Narmada Control Authority, New Delhi, for the period from 1st July, 1987 to 30th June, 1988 along with Audited Accounts. [Placed in Library. See No. LT—7494/89]

Imports (Control) Amendment Order, 1989

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): On behalf of my colleague, Shri P.R. Das Munsi, I beg to lay on the Table a copy of the Imports (Control) Amendment Order, 1989 (Hindi and English versions) published in Notification No. S.O. 149 (E) in Gazette of India dated the 23rd February, 1989, issued under sections 3 and 4A of the Imports and Exports (Control) Act, 1947. [Placed in Library. See No. LT—7495/89]

SHRISHANTARAM NAIK (Panaji): Sir, Shri Ram Jethmalani...

(Interruptions)

MR. SPEAKER: Mr. Naik, do you realise that he is a Member of the other House?

SHRI SHANTARAM NAIK: But he is also a citizen of the country.

*(Interruptions)**

MR. SPEAKER: Let the Upper House take care of it. It is their problem, not ours.

Now, Shrimati Shiela Dikshit.

*(Interruptions)**

MR. SPEAKER: Only Shrimati Shiela Dikshit goes on record.

12.12 hrs.

BUSINESS OF THE HOUSE

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI H.K.L. BHAGAT): With your permission, Sir, I rise to announce that Government

[Sh. H.K.L. Bhagat]

Business in this House during the week commencing Monday, the 13th March, 1989 will consist of:—

- (1) General discussion on General Budget for 1989-90.
- (2) Submission to the Vote of the House of Demands for Grants on Account (General) for 1989-90.
- (3) Discussion on the Resolution regarding recommendations of the Railway Convention Committee.
- (4) Discussion and voting on:—
 - (a) Demands for Grants (Railways) for 1989-90.
 - (b) Supplementary Demands for Grants (Railways) for 1988-89.
 - (c) Supplementary Demands for Grants (General) for 1988-89.
- (5) Discussion on the Resolution seeking disapproval of the Income-tax (Amendment) Ordinance, 1989 and consideration and passing of the Bill in replacement thereof.
- (6) General discussion on the Punjab Budget for 1989-90.
- (7) Discussion and voting on:—
 - (a) Demands for Grants on Account (Punjab) for 1989-90.
 - (b) Supplementary Demands for Grants (Punjab) for 1988-89.

SHRI JUJHAR SINGH (Jhalawar): I request that the following may be included in the next week's agenda:

The Government have done a lot to extend telephone facilities to new areas but

the unfortunate fact is that the efficiency of the Department has deteriorated to such an extent that many consumers avoid to use STD facilities due to the malpractices indulged in by the staff.

The Communication Minister may take measures to stop or at least minimise the chances of tampering with telephone lines by the staff and plug the leakage and misuse of telephones by the departmental staff.

12.13 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

[*Translation*]

SHRI AZIZ QURESHI (Satna): Mr. Deputy Speaker, Sir, I request that the following proposals may kindly be included in the next week's list of Business:—

1. There are lakhs of unemployed people in Satna, educated as well as uneducated. There are no proper arrangements for sports there. If modern facilities for sports are provided there, we can have good sportsmen from Satna constituency which can bring a good name for the country.

The Central Government should give special financial assistance and direct the Madhya Pradesh Government to construct an indoor-stadium in Satna.

2. The Satna Cement and limestone (Satna siding) is a factory running since British time. There is no provision of water and light for the labourers employed there. Even if there is a proposal, the factory management does not allow it to be implemented on the grounds that the land has already been given to them on lease.

The Central Government should give directions to the Madhya Pradesh Government for providing electricity and water in all such factories and mills to whom land has been given on lease. Otherwise, their lease rights should be abolished and special financial assistance should be provided for mak-

ing electricity and water available to the labourers working in Satna siding.

[English]

SHRISHANTARAM NAIK (Panaji): Sir, I request that the following may be included in the next week's agenda:—

Recently at Bangalore, several persons including film artists and technicians died in fire in the studio where filming of Television serial 'Tipu Sultan' was going on. Government have prescribed safety measures in the case of traditional industries, but industries like cinema are not attended to by the Government from the safety angle. Here, not necessarily big, highly paid artists are involved, but those who form part of this industry are comparatively low paid small artists and technicians. The Government should do something to look after their safety in profession from accident hazards and also pay attention to their remuneration aspect.

SHRI MOHD. MAHFOOZ ALI KHAN (Etah): Sir, I request that the following may be included in the next week's agenda:—

Scarcity of water in hill region of Uttar Pradesh — the sources of major rivers Ganga and Yamuna — has assumed serious dimensions. Water sources which have been continuously decreasing for several decades in the hill region have either dried up altogether or have sharply diminished.

I urge the Government to take urgent effective measures to provide potable drinking water to the scarcity-hit hilly areas of Uttar Pradesh and draw up short/long term plans to tap the water resources in these areas. The State Government may be provided with adequate financial assistance to implement the programme.

[Translation]

SHRI MADAN PANDEY (Gorakhpur): There were 22 thousand post offices in the country at the time of its independence which used to communicate the messages

of the poor masses from one place to another. Our Government has made considerable progress in this regard and the result is that the number of post offices in the country has swelled to 1.44 lakh today. But we are such a large country that this number can not be considered adequate. Even today there is no provision of post offices in nearly 4 lakh of villages. We can not estimate the difficulties the people living in these villages might be experiencing these days.

Therefore I submit that the Minister of Communication should evolve some special scheme for the establishment of post offices in those gram panchayats and villages which are still deprived of postal facilities so that they may be benefitted by it.

SHRI MANKURAM SODI (Bastar): Forests play a very significant role in the lives of the adivasis. The adivasis have made special contribution for the protection of forests. However, these days outside candidates are appointed direct from Bhopal for the protection of forests. There is a deep resentment in the Bastar youth at the appointment of Forest Officer and this may have an adverse effect on the protection of forests in Bastar in future. Therefore the Centre should issue directions to the state Government that harijan youths should be appointed for the post of Forest Officer.

(2) Aanganbari has been set up in 16 development blocks of Bastar district, still in half of the development blocks anganbaris are yet to be set up. This is a very popular scheme. Under this scheme educated, unmarried ladies are appointed for the post of supervisor. They get themselves transferred at other places on getting married.

Therefore the Central Government is requested to direct the State Government to appoint local unmarried ladies for the purpose.

[English]

SHRIMATI JAYANTI PATNAIK (Cuttack): Sir, I request that the following may be included in the next week's agenda:—

[Smt. Jayanti Patnaik]

With rapid industrialisation of the State of Orissa during the past eight years, offices of national level companies have been set up in Bhubaneswar. Many entrepreneurs and business executives from Orissa have to visit Bombay. The executives of these institutions also need to come to Bhubaneswar for business negotiations and consultations. Therefore, Indian Airlines should reintroduce the flight from Calcutta to Bombay via Bhubaneswar and Nagpur. Similarly, a flight should be reintroduced between Calcutta and Bangalore with stop-overs at Bhubaneswar and Hyderabad.

SHRI V.S. KRISHNA IYER (Bangalore South): I request that the following may be included in the next week's agenda:

1. Government is requested to provide micro-wave link in Karnataka to telecast Kannada Programmes of Bangalore Doordarshan by all T.V. relay Stations throughout the State and also to stop relaying of Calicut Kendras programmes by Mangalore Doordarshan Kendra.

2. Thousands of unemployed persons, who have registered their names in various employment exchanges in the country have not been able to get jobs even after lapse of 6-7 years. Many have become age-barred now for any jobs in Central Government offices and undertakings.

Government should give 3 years age relaxation for all jobs in Central Government establishments and undertakings.

[Translation]

SHRI HARISH RAWAT (Almora): Mr. Deputy Speaker, Sir, the following points may kindly be included in the next week's agenda.

68 officers and employees of public undertakings are agitating in pursuance of their demand of getting the High Power Pay Committee's report accepted by the Govern-

ment. The Justice Mishra Committee constituted at the direction of the Supreme Court has given its verdict on 24 November 1988 that the employees of these public undertakings should be paid new pay scales as per the recommendations of the Fourth Pay Commission, with effect from 1.1.86. The recommendations of the Committee are in the nature of directives. The Department of Law has also clarified that the Government is bound to implement these recommendations. However, unnecessary delay is being made in implementing them. This is a subject of worry for the employees and the officers.

Therefore, it is necessary to have a discussion on this point in the House.

SHRI SHANTI DHARIWAL (Kota): Mr. Deputy Speaker, Sir, the following may kindly be included in the next week's agenda.

The network of roads in Rajasthan is on an average less as compared to other Indian States. The average of 47.27 kilometre per 100 square kilometre at national level comes to only 22.14 kilometre in the case of Rajasthan. The average of National Highways is also on the lower side there. People in Rajasthan feel shortage of rural link roads. The Central Government in its own right can assist the Rajasthan Government, in this regard in order to enable the State Government to establish road links with the neighbouring states. Further, assistance may also be provided especially from the point of view of developing tourism and trade and for constructing of rural link roads. The Central Government should give economic assistance especially for the improvement of road transport in the State.

[English]

MR. DEPUTY-SPEAKER: Now, Mr. Minister.

THE DEPUTY MINISTER IN THE MINISTRY OF SURFACE TRANSPORT AND THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI P. NAMGYAL): Sir,

the wishes of the hon. Members will be placed before the Business Advisory Committee.

MR. DEPUTY-SPEAKER: Now, what about the Railway Budget discussion?

SHRI P. NAMGYAL: Sir, at 2.30 P.M. the hon. Minister for Railways will be replying to the debate on the Railway Budget. Upto 2.30 P.M. you can allow the hon. Members to speak.

MR. DEPUTY-SPEAKER: If hon. Members agree, we can dispense with the Lunch Hour break. Otherwise we cannot finish this item. If the House agrees, we can continue the discussion without Lunch break. I will allow only five minutes for each Member. Otherwise it will be impossible for me to finish this debate before 2.30 P.M. So, we will continue the debate and there will not be Lunch break today. The hon. Minister's reply is very important. I think you are willing to forego the Lunch break.

SOME HON. MEMBER: Yes, yes.

12.24 hrs.

RAILWAY BUDGET, 1989-90—GENERAL DISCUSSION—Contd.

[English]

MR. DEPUTY-SPEAKER: We will take up further General Discussion on the Budget (Railways) for 1989-90. Shri Uttam Rathod.

SHRI UTTAM RATHOD (Hingoli): Mr. Deputy-Speaker, Sir, I rise to express my views about the Railway Budget that has been presented to this House last week. Sir, since the time is short, I would first like to give bouquet of thanks for all that the hon. Minister has done for the development of Railways in the Marathwada region. I also thank him for introducing improvements in the signals of Adilabad-Mudkhed sections. Now, there are some points on which I would

like to place before the hon. Minister for his consideration. Sir, it is a fact and it has already been sounded by many hon. Members that the Plan allocations are very meagre. Whatever the plan outlay be, you should try to spend it also on the development of backward areas. Otherwise, you will have to correct the imbalances that have been caused in the past.

Sir, I am happy that the Railway Minister has put his soul and heart in the improvement of the working of the Railways and he has also taken the staff with him to improve the working of the Railways.

Sir, the Railway Minister had also suggested that some railway stations are being developed as model stations. It will satisfy his ego. But I want to bring to his notice one thing. What about the stations from Adilabad to Mudkhed where waiting rooms, station buildings and station quarters are all constructed of corrugated sheets—corrugated sheets to their north, south, west and east and over their head AC sheets? These stations have been in existence for the last 50 years. They were constructed in 1938-39. Even now they are the same. There is absolutely no improvement in the station buildings and staff quarters. I thought at least this year he will get some more funds for providing amenities for the station masters especially those who work in the backward regions, who have to stay away from their families. But it is unfortunate that this Railway budget does not take any cognizance of the station buildings, waiting rooms and staff quarters on the above sector. Here I have got some photographs and these photographs will convince you that these station buildings should be demolished and new station buildings should be constructed there.

For passenger amenities especially in South Central Railway, a meagre sum has been allotted. I do not know what happens to him when he allots money for model station buildings. He gives them sumptuous amounts and while providing improvements in the passenger facilities in backward ar-

[Sh. Uttam Rathod]

as, he becomes most miserly. What is the reason? Does he not realise that the passenger travelling on a suburban line in a tribal area also pays the same fare as a passenger on the main line pays? Then why this differentiation? This reminds me of George Orwell's book, *Animal Farm*, where he states that all animals are born equal, but some are more equal than others. So also I think the Minister suggests that the people who are travelling on the main line are more equal than the people travelling in the backward areas. If it is not so, he must improve the lot of the passengers who travel in the tribal areas and the backward areas.

There are one or two minor things I would like to suggest. Firstly, I would like to suggest that platform shades on Mudkhed-Adilabad section and Purna-Khandwa section are essential. Then, railway reservation facilities for second class and first class for Ellora, Ajanta, Meenakshi and Panchavati are essential at Dharmabad, Umri, Kinwat, Islapur, Himayatnagar and Bhokar and a quota should be released from there. Even for ordinary things if I have to waste my time in the House, it will be very difficult for us to get our grievances redressed. I want the hon. Minister to be more liberal while giving these facilities to the people.

The passengers who travel from Marathwada to Bombay by Panchavati have to travel in double-decker Second class coaches. These coaches are such that one cannot carry more than a small hand-bag. What made you give these double-decker coaches for passengers coming from Marathwada, who carry luggages and foodgrains to Bombay? If you cannot give further coaches, at least two Second Class ordinary coaches should be reserved for Marathwada people.

Lastly, the Express train from Adilabad to Aurangabad is most essential. Many portions on this line are kuchha. Therefore, the whole track should be ballasted so that an Express Train can be started.

I once again thank the Railway Minister for all that he has done, especially the exemption that he has given in tariff.

The hon. Minister has written that it is for the rural people and the kisans. As far as fertilisers are concerned, I quite agree with that. But I do not think, fodder can be transported from a city to rural area. Please do not have high sounding words, high sounding caption. We would not be misled by them. You should do something really good for the poor people so that they can take the benefit of the Railways.

[Translation]

DR. G.S. RAJHANS (Jhanjharpur): Mr. Deputy-speaker, Sir, I want to raise 2-3 points. My problems are slightly different from those commonly found. I hope the hon. Minister does not misunderstand me. The performance of the Railway Ministry is most praiseworthy. Both hon. Shri Scindia and hon. Shri Mahabir Prasad are doing a good job. I meet hon. Shri. Mahabir Prasad off and on during my visits to my constituency. He is very particular about providing as many amenities to passengers as possible.

Our problem is of a different nature. We have been subjected to injustice. I am not asking for a new line or a new train. Railway lines had been laid between Samastipur and Darbhanga. Then came a Railway Minister who ordered those lines to be dismantled and relaid them in his own constituency. I request this august House to form a Committee to go into the reasons why a particular area was subjected to this injustice. Can a Minister order the dismantling of a railway line only to get it relaid in his own constituency? This is nothing but plain injustice and calls for remedial measures to be taken. This does not mean that railway lines in some other region should be dismantled to make up the loss of the railway line between Samastipur and Darbhanga. Instead I want a new broad gauge line to be constructed between Samastipur and Darbhanga.

As I have repeatedly said in this august

House, ours is a one-point programme. As long as I am a Member of this august House I shall include this point in all discussions on railways. Absence of a broad gauge line is hampering the development of that region.

I have talked to several industrialists and I have been told that they are prepared to set up industries over there because the raw material is readily available. But they are sceptical about the transportation of raw material and finished goods. The Planning Commission should be consulted again if need be and this railway line must be laid.

Those who know something about transport economics are aware that in a welfare State some regions gain while some other regions lose. Since ours is a welfare State, at least this should be done to benefit lakhs of people.

I request the hon. Minister to give an assurance in his reply that the injustice to which we have been subjected will be removed.

If industries are set up over there it will prevent people of Mithila from migrating to Delhi in search of livelihood. Lack of a broad gauge line is the only obstacle in setting up industries over there. The hon. Minister should seriously think over this lest we see the 'law of the jungle' prevailing in our country. Then every new Minister will have the liberty to favour his own region at the cost of another region. This will lead to a chaotic situation as regional favouritism results in lopsided development of the country. Maximum attention should be paid to this aspect.

The past few years have seen the state of Bihar being neglected. Although Bihar has not been totally neglected, as both the hon. Ministers have worked very hard. The railway track in North Bihar which was breached during the floods of 1987 was restored. In a number of other aspects Bihar still remains backward. The area from Sakriya to Hasanpur has been surveyed and the Bihar Government has allotted land for the railway track but work has not started yet. Since the

last two years there is talk of constructing a railway bridge in Patna. We have yet to see the foundation of the bridge being laid. The Jamalpur Workshop is being closed in phases. The manufacture of railway engines is being stopped there. No fresh recruitments are being made in place of those who are retiring.

Members from both Bihar and Uttar Pradesh have raised the matter of the Chitauni-Bag-ha railway bridge. Shrimati Indira Gandhi laid the foundation stone of this bridge. I request the Government to attend to the construction of this bridge.

The timings of the Magadh Express should be changed. The departure time of this train should be 5.45 in the evening from both Patna and Delhi. This train should be separated from the Vikramshila Express. A new train has been introduced between Saharsa and Sonapur. 30 Lakh people who want to travel to South Bihar cannot do so.

I thank you for framing a good budget and hope that special attention would be paid to the problems raised by hon. Members of Parliament.

KUMARI MAMATA BANERJEE (Jadavpur): Mr. Deputy Speaker Sir, I express my support for the Railway Budget. Two-three problems affecting my constituency have been solved by the hon. Rail Minister. For this we are thankful to him. The Railway Ministry deserves to be congratulated for its good performance. I request the hon. Minister to clear the pending projects in West Bengal. One is the 'Lakhikantpur Namkhana' project for which Rs. 35 crores are needed. The second is the Dighatpalukh railway project; the third is the Balughat railway project which would cost Rs. 1 lakh; the fourth is the Barasaat-Barrackpore double line project. The Government has given a commitment in respect of these projects. May I know how much time will be taken to complete these projects?

Nobody from our Party has come as an

[Kumari Mamata Banerjee]

M.P. from Tripura. So I want to say something about Tripura also. The Government had given a commitment towards the completion of the Barasaat-Barrackpore railway line. But that project is yet to be completed. The Government should fulfill its commitments. As time is short I shall try to be as brief as possible. I know that the hon. Deputy Speaker would now ring the bell. Before he does it I would like to conclude.

I want to say something on the casual labour and ticket-checker volunteers appointed by hon. Shri Ghani Khan. The High Court and the Supreme Court has given a judgement in their favour. Why is that judgement not being accepted? Persons whose names appear in the panel should be recruited. How long will this problem last?

It is regrettable that during the recent 'Rasta-Roko' agitation in Kanpur 100 trains were cancelled. No information was given regarding the Howrah-Delhi Express. I was coming by the Rajdhani Express to attend the Parliament Session in Delhi. The train was late by 10 hours on that day.

No train was available for 4 to 5 days together. He resorted to this measure to avert the situation created by the strike of the workers of a particular mill. Of course, we have sympathy for mill workers. But no measures were taken to fight the strike of the workers in Kanpur which continued for 5 days. Our state is also confronting similar situation. A number of industries have been closed, as a result of which a large number of people have been rendered unemployed. If we also adopt the same method to get our demands accepted, what action will be taken. There should be one law for all the states. I would also like to make it known to him that if our industries are not reopened, and our volunteers are not recruited, 'Rail Roko' agitation will be started in our area. On the one hand no unemployed youth is recruited in railway on our recommendations, on the other recruitments made through Railway service Commission are not done

on merits. As I am not well versed in Hindi language, I may find a bit difficulty in making my points clear. Any how, I am trying my best because most of the Members understand the language. If the Government get the matter enquired into, it would become evident that candidates are not recruited on the basis of merit, rather the concerned authorities make recruitment by taking illegal gratifications, as a result of which deserving candidates are ignored. A number of notified vacancies are lying vacant in railways. Recruitments should be made. This will provide employment to a large number of youths.

I hope the hon. Minister will must pay adequate attention to my last point. Shri Amal Dutta, the Chairman of the PAC said in a press conference a few days ago that the Central Government was not capable to complete the work of Metro railway. I have not gone through the report. I have already given the privilege notice... (*Interruptions*)...

KUMARI MAMATA BANERJEE: Hon. Minister will positively have to make it clear whether the Government is aware of the report which has been published. He should make a statement in the House in this regard. Though I do not intend to speak extensively but I advocate the demands of Bengal. The eastern region has been neglected in the Railway Budget. The Government will have to give special consideration to the eastern region of Bengal, Orissa and Bihar. Moreover, adequate attention should be paid to provide amenities in trains as also punctuality in running of trains should be ensured. Airlines and railways are vying with each other in the matter of not observing punctuality. In the circumstances, passengers hardly feel secure that they would reach their destination in time.

I would not like to go in details but I would like the Ministry of Railways to take due attention to those points. There are numerous problems but he is taking steps to solve them.

[English]

SHRIMATI BASAVARAJESWARI (Bellary): Mr. Deputy-Speaker, Sir, at the outset, I would like to congratulate the hon. Minister for having presented a surplus Budget. I also thank the hon. Minister on the floor of this House for having introduced a new daily train between Karnataka and Delhi covering Karnataka. So I also thank the Minister for having introduced new train from Bijapur to Guntakal. The name of that Express Train has not been given till now. I would request the hon. Minister on the floor of this House to name such an Express Train after Shri Basava or Shri Chalukya. Shri Basava was a great social reformer and was known throughout Andhra Pradesh and Karnataka. Therefore, that would have been a very suitable name. Further, I would request the hon. Minister to convert that Express Train into a passenger train because it is not going to serve the objectives that we have in mind.

I would again thank the hon. Minister for having given 50 per cent concession in railway fares for the farmers who come to see the National Agricultural Fair to be held in Delhi on 24th onwards. I would request the hon. Minister once again that wherever the farmers are in large numbers, some special trains may be introduced on the request made by the farmers.

I will now come to some of the problems of my constituency. Bellary Station has been converted into a Model Station. The Plans are ready. Tenders have been fixed. But work has not yet started. I would request the hon. Minister that it should be started as early as possible.

Regarding the Broad-Gauge platform, there is no shelter till now. Since summer is coming, I would request the Railway Department to see that shelter is put up immediately with drinking water facility and also with lighting arrangement. If it is not going to be put during this summer, the passengers will be put to a lot of hardships.

Bellary Station is a very big station. It is a junction as on date. Many persons including the railway employees are staying there. They are facing a drinking water problem. We have been representing to the State Government to give us sufficient water. But as on date, the urban water supply people have not been able to provide extra water. Whatever has been given that was given long back. There is very much demand for it. There is a proposal before the Railway Department that water should be drawn from the nearest *Nallah* at a cost of Rs. 2 crores. If this is done, I feel, this will augment the water supply which will really be a help to the staff who are staying in the railway station.

As far as godowns are concerned, there are no lighting arrangement. It is not possible for the contractors to take the goods within the stipulated time. During night hours, if there is no light, there is every chance of missing the property. It is not possible for the contractors to remove the entire goods which has arrived at the godowns, within the stipulated time. Wherever such godowns are there, light should be provided. Contractors are demanding about it everyday. Therefore, light should be provided in the godowns and also good roads should be made which will help goods move in the godowns.

I came to know that there is some discomfort between Group 'A' and Group 'B' officers who have been directly recruited. That should not be the case. I have found that the entire department works as a team. There seems to be lot of cooperation between department to department. There is some discomfort in the Group 'B' officers who are working at the grassroot level. Therefore, I would request the Government to take care of the poor officers belonging to Group 'B' who have been working since a long time.

I will come to demands of my constituency. There was a proposal to link Harihar Kottur line. This is a half-completed line. I am not asking for a new line. I have been asking for completion of the existing line. Here, I

[Smt. Basavarajeswari]

would like to make a suggestion. I come from an area where there is lot of excavation of minerals like Magnetite and iron ore. Lot of iron ore is being sent through Madras port. This is very discipline for the railways to take the entire production of minerals to Madras. So many countries have come forward to take the entire ore which we are producing. In that case, I don't think the existing set up of shifting ores from Hospet to Madras is sufficient. If this line is going to be completed, that is Harihar Kottur line, I think, we can divert the portion of the ore to Mangalore port. Mangalore Port has already become a very busy centre. Most of the goods which we are importing from various countries, is being received at Mangalore port and the rest of it is received at Madras. Madras port is already over-loaded. I would request - from an economical point of view - that this link should be completed to see that portion of ore which is produced in the Hospet area is diverted to Mangalore Port by completing this Harihar Kottur line. Therefore, I would like the Railway Department to have a dialogue with the MMTC which is the channalising agency.

Many Members have demanded about the Chitradurga Raydurga line. I come from an area which is very near to Raydurga. There is no news of completing this railway line. I request that this should be connected to Bellary. There is already a metre gauge line connecting Raydurga to Bellary. The same line should be extended up to Bellary. That will serve the purpose. The Minister has stated that it is very difficult to provide sufficient funds for the early completion of the Chitradurga Raydurga line. On the Floor of the House, I would request the hon. Minister that at the time of presenting supplementary demands, he could provide for more funds for the early completion of the line, as also for the conversion of the Mysore Bangalore line.

I have been told that there is going to be a direct train between Varanasi and Tirupathi. I think, it is a good venture because both of these places are pilgrim centres. I wel-

come this. While doing so, I have been told that this train will go via Vijaywada. Probably, thinking that the Guntakal line is busy, they might have diverted it from Vijayawada. But the people of Northern Karnataka and also from Rayalseema area are insisting that at least on one or two days, the train should be diverted via Guntakal so that they can also enjoy the facility of seeing both the pilgrim centres - Varanasi and Tirupathi - one in the North and one in the South. This is my sincere suggestion.

Regarding protection forces, more and more protection forces should be provided so that more protection is given to the passengers.

While doing so we must give preference to the ladies compartments. Some more ladies should be taken in the Department and those women should be trained as commandos so that they can look after the passenger amenities and benefits.

Sabotage in the Railways is increasing everyday. With the cooperation of the State Governments the system has to be strengthened and the incidents of sabotage should be reduced to the minimum. Amenities for the passengers should be looked after.

A regards amenities to the railway staff I request that more and more amenities should be provided for the staff who are working all the time. Drinking water, service conditions, housing facility, lighting arrangements and other facilities should be made available to them.

With these words I thank the Hon. Deputy Speaker for having given me this opportunity to speak.

SHRI SRIBALLAV PANIGRAHI (Deogarh): Mr. Deputy Speaker Sir, at the outset I congratulate both the Railway Ministers for having presented a good budget. When I say good budget, from the overall point of view and national point of view it is a good budget. There are several welcome features in the budget. I will not enumerate them because

there is no time.

I will switch over to my demands now. We in Orissa have reasons to feel aggrieved. We have reasons for our discontentment. Orissa, as you know, is quite backward. I need not mention Orissa's backwardness; everybody knows it by now in this House. In the field of Railways when the national average is 18 route kilometres per one thousand km area, in the case of Orissa it is as low as 11 or 12. It is even more backward than Madhya Pradesh. I would say that the special type of treatment which is sought for to fight out backwardness in Orissa is somewhat lacking in this budget. With all humility I will bring to the notice of the Hon. Deputy Minister who is here and through him convey to the State Minister of Railways to try to have a special type of treatment towards Orissa.

The headquarters of south-eastern railways is in Garden Reach, Calcutta. In Calcutta what happened is that there are more than two headquarters of Railway Zones. What is the justification? At least there should be a separate zone created comprising of the entire Orissa, part of Madhya Pradesh, part of Bihar and part of Andhra Pradesh with its headquarters at a suitable place in Western Orissa which is the central place.

About Sambalpur Division, we are getting a raw deal from the Garden Reach, South-eastern Railway Headquarters. I am stating this emphatically. I have no time to illustrate this. Sambalpur is a new division created. Its foundation stone was laid by none other than the present Prime Minister. Whatever stipulation was there in respect of timing of completion and in respect of its jurisdiction; everything is now deviated. The stipulation, the declaration that was there should be stuck to; that should be followed and the 1985 declaration about jurisdiction should be stuck to.

What is the meaning of having a Division at the Sambalpur with Jharsuguda, Brajrajnagar and Belpahar and Rourkela

etc, coming under the jurisdiction of Bilaspur and Chakardharpur Divisions. It is fantastic. It is a farce. It is meaningless. An allocation of Rs. 12 lakhs has been made for Sambalpur Division. It is retrograde step. Last year we had Rs. 90 lakhs. So this amount should be enhanced. Sambalpur-Talcher line is a very important line from national point of view. It should be expedited. More funds should be allotted and work should start from both the ends, viz., Talcher and Sambalpur as declared by the then Railway Minister at the foundation laying function. Jagpura-Banspani line should also be taken up and Raygada Koraput railway line should be completed soon.

I know when the hon. Minister will reply he will make a reference that Rs. 80 crores have been provided for this Raiguda-Koraput railway line and, as such, we are not neglecting Orissa. But this does not hold good. I again say such allocation has been prompted by national compulsions. One steel mill is being completed at Vizag and NALCO at Damanjori. The completion of this line is very essential for these two projects. Further there should be set-up a rail factory at Jharsuguda.

As regards survey a new line should come between Bargarh Raipur. It is very important to remove congestion on other important lines. Survey in respect of Khurda Bolangir needs to be expedited. The matter of conversion of small and narrow gauge lines to broad gauge in some parts of Orissa like Balasore and Mayurbhanj should be looked into.

Several trains were withdrawn in Orissa. We were anxiously and hopefully waiting that some new trains will be introduced and there will also be restoration of earlier withdrawn trains. Although 15 new express trains have been introduced in the country yet we have got none. There should be a fast express train between western Orissa to New Delhi. Ever since my entry into Lok Sabha I have been fighting that some bogies for Banaras and Allahabad be attached to some convenient train from west-

[Sh. Sriballav Panigrahi]

ern Orissa. There should be some provision for such bogies to be attached to Sarnath Express at Bilaspur.

I am constrained to observe that in the matter of passenger amenities like platforms, stations, etc. particularly in respect of western Orissa it is awful. Sambalpur, Jharsuguda, Belpahar and Talcher should be made model stations with good platforms and reservation facilities. A coal siding is to be constructed by the railways at Belpahar. Money had been deposited by the Coal India long back with the Railways but the work is not picking up. As a result there is environmental pollution. Passenger trains should be given preference over goods trains. Punctuality should be maintained. Only in some important trains punctuality is ensured whereas by and large in the trains running in our area the punctuality is not being maintained. There should be cleanliness and provision of drinking water. High officials and even Ministers should sometimes have surprise checks. Suggestions made by the MPs should be looked into by the Minister personally. At present we get traditional replies that the matter is being looked into.

MR. DEPUTY SPEAKER: Please conclude now.

SHRI SRIBALLAV PANIGRAHI: Railways being the lifeline and very important for our national economy more money should be allotted by the Planning Commission to the Railways. I again wish the Ministers well and welcome the budget from an overall point of view and at the same I give vent to the feelings and dis-contentment of Orissa people with an appeal to the Minister to do justice to Orissa in order to fight out its backwardness.

13.00 hrs

[Translation]

SHRI AKHTAR HASAN (Kairana): Mr. Deputy Speaker, Sir, through you, I support

the Railway Budget and thank the hon. Minister for presenting a good budget. A number of concessions have been given which include 25 per cent concession in fares to the persons above the age of 65 years. Women and sportsmen have also been given concessions.

13.01 hrs.

[SHRIMATI BASAVARAJESWARI *in the Chair*]

Besides, I would like to draw the attention of the hon. Minister towards some minor problems about my area. There are two trains for Delhi from my area, one runs between Delhi and Saharanpur via Shamali and the other between Delhi-Saharanpur via Muzaffarnagar. These problems are very trivial and do not involve much expenditure and the hon. Minister is requested to pay attention to them. All window panes of the compartments of the train which runs between Delhi-Saharanpur via Shamali are broken due to inactiveness of police on duty. Attention be paid to it. Secondly, an Express train be introduced on this line.

The second point which I would like to make is this. There is a Sugar Mill in Shamali. When this mill starts functioning, traffic gets jammed there and makes it very difficult for other vehicles to cross the road smoothly and I have also written several times to the concerned authorities to construct an overbridge there, no action has been taken. The buses coming from Dehradun, Roorkee, Muzaffarnagar for Delhi and Haryana pass through this point when the mill starts functioning, it becomes very difficult for traffic to move. In view of the circumstances referred to above, construction of an overbridge is imperative.

Secondly, all the level crossings there are unmanned which cause a number of accidents. In this regard, I would like to make a special reference to my own area Elam. Population of Elam is spread along both sides of the railway lines and the people have to cross the railway line to go from one

side to other throughout the day and night. All the three level crossings in that area are unmanned. The Government should take measures to make these level crossings manned.

Hundreds of villages are situated between Muzaffarnagar and Guhana along the Delhi-Saharanpur via Muzaffarnagar railway line. Only one railway crossing has been provided to cater to the needs of those villages. The people of these villages have to make rounds of 12 to 14 kms to carry their sugar canes to the sugar mill. The hon. Minister is requested to provide an additional railway crossing at Barkali Malira for which all the people, specially cultivators would be highly grateful to the hon. Minister and the farmers will wish godspeed for him for this as they would be relieved from the burden of making rounds of the 15-20 km. Survey has already been conducted in this regard.

I have put before you certain problems of my constituency and hope that they would be solved.

SHRI R.S. KHIRHAR(Sitamari): Sir, I support the Budget presented by the hon. Minister of Railways. Railways Budget is a hallmark of the commendable performance achieved by the railway staff and the Railway Minister during the last few years. This budget has received praise from almost all sections of people for which credit goes to the hon. Minister. I also extend my thanks to hon. Ministers and the Railway employees for their magnificent achievements. I also support the Budget.

In the present Budget fares have not been increased besides, many concessions have been given to the different sections of people. The deserving persons have been given concession. This is a welcome step. In so far as allocation of funds for various regions is concerned, Bihar has been meted out step motherly treatment in this Budget. I would like to make a mention of North Eastern Railway whose jurisdiction extends to the border area of the country and Bihar State. I would like to state how shabby treat-

ment has been meted to North-Eastern Railway, which is of strategic importance and which divides the border between Nepal and India. The proposal of constructing broad-gauge line between Narkatiaganj and Darbhanga has been dropped and so is the case with the laying of a new railway line between Sitamarhi and Muzaffarnagar for which survey was being undertaken. This is a sheer injustice to the people of that area.

We the Members belonging to Congress Party have been making a constant demand to complete the construction of Bagaha-Chhitauni bridge which has become a matter of prestige for us. Our popular leader Shrimati Indira Gandhi had laid the foundation stone of it. But provision for construction of said bridge has not been made in this year Budget.

As the father of the Nation Mahatma Gandhi preached for resorting to fast unto death and satyagraha for achieving political ends, I would like to call the Members of Parliament from Uttar Pradesh and Bihar to sit on Dharana and fast and stage demonstration in front of the Ministry of Railways for construction of Bagaha-Chhitauni bridge. I applaud the work accomplished by the Railway department and support the Budget.

SHRI KAMMODILAL JATAV(Morena): Madam Chairman, first of all I congratulate the hon. Minister of Railways Shri Madhav Rao Scindia and Shri Mahabir Prasad. They have won laurels not only in own country but all over the world. The hon. Minister and the railway staff deserve congratulations in this regard. Previously, a large number of passengers used to travel on the roof of trains due to shortage of trains. About ten years ago, a large number of passengers travelling on the roof of a train destined for Govardhan from Gwalior died in a accident near Mathura which occurred due to low level of the bridge. But the situation has changed now. The Railways have succeeded in providing adequate facilities to enable the people to travel safely in the trains. Shatabadi Express has been started from Delhi to Bhopal and another will soon be started from Delhi to

[Sh. Kammodilal Jatav]

Kanpur. Railway employees deserve to be appreciated for this 25 per cent fare concession has been given to the old people above the age of 65 years which is worth appreciating. Recently Shri Scindia visited my constituency and had directed to conduct a survey for the conversion of metre-gauge line into broad-gauge line between Gwalior and Sopur and agreed to extend it up to Kota. He deserves congratulations for this.

I would like to submit that the construction of railway line from Jaura to Morena, Ambah, Ater, Fooph in my constituency has not been sanctioned so far although survey has already been conducted. From Morena, I have to go there by bus. I would request that as the metre gauge line of Gwalior-Sheopur will be converted into broad gauge line, Morena, Ambah, Ater and Fooph should be linked with Jaura through a metre gauge line so that the people of my constituency are benefited. There should be a halt station near Sikrauda between Morena and Agra, where passengers trains may stop. This will be of great benefit to the people residing there. Similarly, a station should be constructed at Bhatpura on the Gwalior-Sheopur metre gauge line for the convenience of the local people. With these words, I thank you for giving me time for expressing my views.

[English]

SHRI ANANTA PRASAD SETHI (Bhadrak): Madam, I support the Railway Budget and congratulate the Minister and the Ministry for the improvement of the Indian Railways. As the time is very short, I will not go into different aspects of the Budget. I will come straight to the problems faced by my State.

Madam, as you know, since the time I have joined as a Member of Parliament, myself and my colleagues from Orissa have been raising the same issues and till today we are raising the same issues. My colleagues from Orissa have spoken about the

grievances of the people of Orissa.

I would like to refer to the issue regarding the completion of Samualpur-Tulcher Railway Line which is the most economically viable project. I would also like to refer about the setting of South Eastern Railway Headquarter in Orissa. It is the unanimous decision of the people of Orissa. There was a unanimous decision in the Assembly that this headquarter should be shifted from Calcutta to Bhubaneswar. I would like to say that if it is not possible to shift the head office some other divisional office should be set up there.

Now, I come to the question of recruitment of educated youths from Orissa in the South-eastern railways. Why I am saying this is because if you go to any Station in Orissa you will find that the majority of the employees there are non-Oriyas. You will find a very few Oriya employees, may be 5 per cent. They don't get the chance to get employment in the South-eastern railways. They are not being treated properly. At the all-India level when there is UPSC examination, you will find that the educated youth from Orissa are competing well and they are being recruited in the services in more number but in the South-eastern railways they are not getting the chance. In this connection, I also support what Kumari Mamta Banerjee has said and I would request the Hon. Minister to see that at least the educated youth from Orissa should be recruited in the South-eastern railways.

The other point is that Balasore should be taken as one of the model station because it is industrially coming up very rapidly. Balasore is also important otherwise because of the defence project and also because of the most sensible NTR project. I think in the near future Balasore would be the biggest Metropolitan city. That is why I urge and demand the Hon. Minister to see that Balasore should be taken up as one of the model stations, if not in the 7th Plan at least in the 8th Plan.

Another point to which I would like to

draw the attention of the Hon. Minister is regarding the provision of an over-bridge at Randhia between Baudhpur and Bhadrak. It should be given due consideration.

I would like to highlight another important matter regarding the foot-over bridge at Ranital railway station. Ever since I joined the Parliament, I have written so many letters to this effect but this project has still not come up. I am sure the Hon. Minister will issue the necessary direction in this regard.

Another problem which I would like to highlight in regarding the new railway line, i.e. the Khurda-Balangire. I would like to state that this is the line which passes through the backward district of the State where there is not even an inch of the railway line. Percentage wise the State of Orissa has much less railway line when compared to the country as a whole. This State needs to be given priority in respect of the railway lines.

There is another problem which is created by the withdrawal of certain trains which had been running since the pre-independence days. These trains should be restored. We have already discussed this with the Hon. Minister. I think, both the Ministers are now convinced that injustice has been done. So, I request the Hon. Minister to see that those trains are restored and the timings of the trains also should be rescheduled in such a manner that the passengers get the privilege or the opportunity to travel in these trains at proper time.

With these words I thank you for giving me this opportunity to speak.

[*Translation*]

SHRI YOGESHWAR PRASAD YOGESH (Chatra): Madam Chairman, I would like to congratulate the hon. Minister of Railways and the hon. Deputy Minister of Railways for a very good Budget presented this year as well and it has a good effect in the country. It has been acclaimed by all and sundry. The achievements should be

viewed in the particular context of praise of the working of Railways even by the opposition. Railways link one corner with the other corner of the country and people from all walks of life are affected by it and quite naturally have their own expectations from it. It is very difficult to fulfil all the expectations, but we feel that the hon. Minister of Railways has devoted himself sincerely to the task of augmenting the capacity. However, he is unable to secure adequate funds required for the purpose. Since, I have got very limited time, I would confine myself to the points relating to my state only. The views expressed by the hon. Members from Bihar in regard to their State are genuine. I would like to refer to other points. Attention should be paid to the schemes, which have been pending for the last forty years. Take the case of line from Patna to Gaya. Both these places are known the world over and have their own significance. Special consideration should be shown to the second capital of a state in the matter of railway facilities as is the case with Burdwan from where trains are available for Calcutta every 5 minutes. For the last 40 years, there is a demand for converting Gaya-Patna line into double line, but it is still pending with the Ministry of Railways. I have consistently repeated this demand in the House. Now, I have been informed that in the priority list, this line is placed ninth. I do not know when this line will be doubled, as I find that there is no change in the situation. I think that Bihar is being neglected in this way. I would request the hon. Minister to concentrate on Bihar now, as other States have been already allocated large funds in the past. There are huge deposits of coal and minerals in Chhota-Nagpur, Dhanbad and Hazaribagh. With a view to ease pressure on the Grand Trunk line and at the same time to speed up the supply of goods to other parts of the country, double railway line from Gomoh to Dehri-On-Sone via Barkakhana was conceived. That line is very important for the development of the country through railways. The construction of double line from Daltonganj to Dehri-On-Sone should be completed expeditiously, which is pending for the last two decades and work on it is proceeding at snail's pace.

[Sh. Yogeshwar Prasad Yogesh]

I would like to draw the attention of the hon. Minister towards Mughalsarai-Gaya passenger train, which remains stationed in Gaya for 1.1 hours before leaving on its return journey. If this passenger train is extended upto Gomoh, on one hand it will mean more revenue to the railways and on the other, people of backward areas will be benefited by it. I would urge upon the hon. Minister to see that it is done, as it has double benefits.

Gaya is an important place of Bihar. Apart from being my constituency, it is also the area of many hon. Members of Parliament 81 UP/82 DN express runs via Gaya thrice a week and on two days, it runs via Patna. In this way, it is beneficial to neither Patna nor Gaya. Many new trains among the newly introduced trains touch Patna but the demand of the residents of Gaya is still unfulfilled. I, therefore, request that 81 UP and 82 DN should be run via Gaya on 5 days in a week. I want the hon. Minister to note down my demand. People will be benefited by it and a long standing demand will be fulfilled. Chhota Nagpur is a tribal and backward area. Efforts have been going on for a long time to bring Hazaribagh on the railway map. All the hon. Ministers of Railways were sympathetic to link Hazaribagh with Gaya but this scheme remained on paper only and no headway was made in its implementation. I would request the hon. Minister of Railways to bring Chhota-Nagpur and Hazaribagh on the rail map, which will benefit areas of Orissa and Madhya Pradesh as well. Efforts should be made to run a train between Hazaribagh and Gaya via Chatra.

CH. LACHCHI RAM (Jalaun): Madam Chairman, I rise to support the commendable Budget presented by the hon. Minister of Railways. Yesterday, You fixed a time limit, so I will highlight the points concerning my constituency only.

Madam, I have been elected from the backward region of Jalaun-Garautha area of Bundelkhand. My area is served by the

Central Railway. There is a long standing demand to double this line from Kanpur to Jhansi. At present, 7 passenger and 2 goods trains are running on that Line. Thus nine trains are already running on this line. Recently the hon. Minister has announced introduction of two more trains but the railway line remains single. I repeat the old demand that this line should be doubled, so that late running of trains is avoided.

Madam, last year, two trains were introduced in my region. People of my area had urged for halt of these trains, going to Cochin and Bombay but without response. Even a hunger strike by the people of the region had no effect. I request that the two new trains being introduced for Madras and Hyderabad should stop at Orai station. Orai is a big station under district Jalaun. There are many industries. This is a big grain market and officials and passengers have to visit this place. So, these two trains should be provided halt at Orai station. Besides, 6 II class sleeper berths and 4 1st class sleeper berths should be allotted for reservation from Orai station.

Madam, one part of my constituency comprising of Gursarai and Garautha is surrounded by rivers. During the monsoon, this area is badly hit. Due to inundation, the farmers are not able to move their produce such as grain, pulses, oilseeds etc. and have to sell it at throwaway prices. Therefore, a railway line should be laid from Mauranipur to Orai via Gursarai and Kotra. I have been demanding this railway line for the last three years, but no survey has been conducted so far. I request you again to conduct the survey.

Madam, due to the shortage of place in the godown at Orai station, rakes of grains of F.C.I. have to face difficulties. So the godown should be expanded. Besides, the station should be modernised, as it is a big station on this line and the platform should be cemented and shed should be built.

Madam, a national highway passes near our station and remains crowded, as

there is no over-bridge on it. With the arrival and departure of trains, it becomes difficult to cross over. It is, therefore, necessary to build an over-bridge there.

Madam, Konchate branch line should be linked with Gwalior. By connecting it with Gwalior, both the parts will have uniform traffic facilities. The river Pehju flows between the two parts and the crops cultivated on the other side of this river sells at throw away prices. If this line is completed, it will benefit the farmers of this region.

I would like to submit to the hon. Minister that my demands have been long standing and I have requested about it even two three times before this occasion but I have got no response and there was no mention of it even in the reply of the hon. Minister. I would like to request you to make a mention of it in your reply as to what steps are being taken in regard to my demands.

SHRI SHANTI DHARIWAL (Kota): Mr. Chairman, Sir, I support the Railway Budget and thank the hon. State Minister of Railways, the Deputy Minister of Railways and the Railway Ministry for the progress made by the Railways in our country and hope that it will continue do so in future as well under your leadership.

I have been elected from Kota in Rajasthan. I thank the hon. Minister also for mentioning in his address that the Chittor-Kota railway line will be completed by March. I hope that he will again ascertain it that this line is completed by March and it is opened for traffic in April. I also thank him for this appreciable and expeditious work of this line which has been constructed in a very short period of time.

Apart from this, I want to make some minor submissions. One is regarding the introduction of a new train from Kota to Delhi or Bombay to Delhi and another is regarding the heavy rush of traffic at Kota about which I will submit later. If the hon. Minister carefully listens to the minor matters which are being raised by me, then perhaps he will be

able to solve all the problems quite easily and we will also feel satisfied.

The Dehradun Express runs between Bombay and Delhi. This train starts from Bombay, but the first class bogie is attached to it, at Kota and a second class. A.C. sleeper bogie is never attached to it. I want to make a request that a second class. A.C. sleeper bogie should be provided in this train because it starts at 8.00 p.m. from Kota and reaches Delhi at 6.00 hrs. in the morning. This is very essential for the convenience of the passengers. When you are providing 70 or 80 two-tier A.C. sleeper coaches in various trains in the country, you should provide one bogie in this train as well.

Kota is an industrial town of Rajasthan. It has a population of 5 or 6 lakhs. There are several big industries located here. There is also an atomic power station, a fertiliser unit, and several other industries in which crores of rupees have been invested and a substantial number of labour force is engaged. Kota is an old railway station which has got its historical significance but you have not included it in the list of those stations which are to be converted into modern stations. I want to marked request that it may be developed as a model station.

Lakheri town has a population of 30-35 thousand and a cement factory is also located there but on the railway platform of this town, no shed has been provided here. I have written many times in this regard and you have also replied that it has been included in the Budget of 1989-90. The construction of such sheds should be undertaken immediately and should be completed before the onset of monsoons. I have received the reply of the hon. Minister which states that it has been included in the current year's Budget. However, this work is completed before the onset of rains, it can be useful during the rainy season.

The Chambal river flows through Kota and on which there is a very old bridge. The Bombay-Delhi line has been doubled but the same could not be done at the Chambal

[Sh. Shanti Dhariwal]

bridge section. It was stated that a separate bridge will have to be constructed for this purpose. I have written to the hon. Minister that at this point a 2 feet wide bridge should be got constructed to provide a cross over for those 50 villages which are situated at the other side of the river and at present the residents of these villages have to take a round of 15 kms. to reach Kota railway station. If this bridge is provided here, they will be saved from going round a distance of 15 km. as the proposed bridge will reduce the distance to one and a half kms. which these people can cover easily on foot. In the reply which I have received, it has been stated that a second line will be laid on this bridge. But I want to submit that the present bridge is so narrow that a second line cannot be laid here. These are the kind of irrelevant replies being given. I want to request the hon. Minister to take action against the persons who prepare such replies. At the moment, a 2 feet wide bridge on both the sides of this bridge will make it convenient for the people. How can a second line be laid on this bridge? A separate bridge shall have to be constructed for this purpose. Even if the width of old bridge is increased by a mere one and a half ft., it will make it very convenient for the residents of those 50 villages to walk on foot to the other side of the river.

You are of course, aware that there are a number of industries in Kota. It is the biggest industrial town of Rajasthan. Thousands of people have been going to Delhi and Bombay. Whatever trains are running on this line, for example, the Rajdhani Express, Deluxe, Sarvodaya, Jammu-Tawi, Janata Express etc. the reservation quota in all of them for Kota is almost nil. Therefore, a new train should be introduced from there. Even if the entire Railway Ministry is transferred to Madhya Pradesh, we shall have no objections to it. But we should be given our due. Malwa Express running between Indore and New Delhi should run via Kota. With it, the people who are unable to get a direct train for Delhi and Bombay would be able to reach Delhi at least by this train.

A new train should be started from Bina because the train operating between Bina and Kota functions just like a goods train. It is essential to ensure rapid clearance of passenger traffic there. Besides, a new train should be introduced between Bina and New Delhi via Kota. If this is also not possible, a new train should be introduced between Ratlam and Delhi. Dehradun Express also operates on this route. All the trains operating on that route are quite useless. Their services are utilised only for going to Delhi and Bombay. Trains are not properly available from Ratlam-Sawai Madhopur and Bharatpur for Delhi. Only Dehradun Express operates on this line and even in this train, you have provided only 3 coaches for Kota. Only 150 people can be adjusted in those coaches. When we write to you in this regard, your pet reply comes that tickets are left unsold. As per my information, there are always 100 or 150 people on the waitinglist. If hon. Shri Scindia does not want to introduce a new train, he should at least stop doing gross injustice at the cost of others.

The new train introduced to run between Ujjain and Dehradun should be diverted via Kota. Instead of going via Kota it is going via Bina. There are a number of trains from Bina for Delhi. If the new train introduced on Ujjain-Dehradun route had been diverted via Kota and Guna, it would have been more beneficial. So many trains have been provided for Gwalior that proportionate number of passengers will not be available there, some or the other train should be provided between Kota and Delhi. Either the new trains which have been introduced should be diverted via this place or the Malwa Express should be diverted via Kota. Unless you make these arrangements, the demand of the people will be persistent which will also give rise to resentment among them and whatever welfare measures you have been taking, will become meaningless.

The Kota-Chittorgarh railway line should be extended upto Bina. This will reduce the pressure of traffic on the Bina-Kota route substantially. If it is extended up

to Bina, it will be substantially useful.

I thank you for giving me an opportunity to speak.

[English]

SHRI THAMPAN THOMAS (Mavelikara): This Budget will increase inflation. According to the estimate given, the increased rate of the tariff will have a big reflection on the prices of the essential commodities. Secondly, I feel that, this Budget is just like tying a horse behind the cart; it stands in the way of progress; there is nothing. After spending about Rs. 9000 crores in the railways, they have not been able to increase employment generation potential. If any public undertaking has to be developed by spending money that is Railways, because the Railways can create employment generation. Instead of that, here what happened is that 18 lakh workers who were available got reduced to 14 1/2 lakhs which means it is not developing. If there is an iota of development there should be more employment opportunities and the number of employees who were available in comparison with the previous year, year it should have increased.

Also I look at this budget and find that that there is a regional bias in it. The whole of South is neglected and nothing is mentioned in this Budget at all. The city named Bangalore, which is Garden City of India is not even mentioned. Even a single train from Madras, Cochin, Trivandrum or Mangalore or any train going to South is mentioned. I find there is no new scheme at all. There were umpteen demands before the Government to introduce a new service, and lines to be constructed.

Madam Chairman will know that from Mysore to Cochin via Nelambur there is a short cut crossing the hill. If a railway line is constructed do you know how many hours can be saved to reach Bangalore from the southern side? Now it takes about two days. Instead of that within eight hours we can reach from Shoranur to Nelambur and then

on to Bangalore. If a line is constructed there it can save time and also the distance between Mangalore Bombay.

What happened to the Konkan Railway? Who is bothered about it? Why is the South so much neglected? And, this has become a Madhya Pradesh budget! A Railway Budget which is just projecting Madhya Pradesh which is the hon. Minister's area, is something new. I can understand that and this time especially when the election is coming this is done. But this is a very serious thing. I feel very sorry about it that the South is completely ignored in this Budget.

Another aspect I want to point out is about the workers. I heard the hon. Minister telling something about the workers. But I have not seen anything given to the workers in this Budget. What is the thing that is given to the workers? Is there a system which is prevailing in the Railways? Is the Minister prepared to look back and see what is happening in the Railways? What is the system there? There is the permanent negotiating machinery? What is the trade union style going on there? You may not be aware. I am a President of trade union in the Railways which is having a membership of about 40,000. I will have to write on the MP's letterhead to get a reply from the bureaucrats. I feel sorry about it. But the Southern Trade Union, a trade union with which the late President Shri V.V. Giri and others were associated, of such a trade union now I became its President. Now I find because of the system that is existing there is supposed to be some central trade union, which is affiliated to somebody, some recognised union gets recognition of somebody some state-wise union or region-wise union and they are not taken note of. So, what is happening? A vast majority of the workers is out of the ambit of them and there is no collective bargaining in the Railways.

Recently some trade Unions have filed a case in the Supreme Court. I am told that the case is pending or there is a directive from the Court saying that some verification has to be conducted. Here the Government

[Sh. Thampan Thomas]

patronises two bodies. And on the basis of the patronisation they conduct these things and what they call Permanent Negotiating Machinery is there. Over a cup of tea the officers will sit with their favourites and decide the matters. Please note that there is no collective bargaining, though there is an Industrial Disputes Act. We are all approached to settle the disputes of the workers and what is the system that is going on in your Railways? It is a bureaucratic system, which is inherited from the British and that still continues.

I feel sorry that the General Manager of a railway is travelling in a train in a saloon. But a Member of Parliament who is elected by 10 lakhs of people representing this House, goes in a Two-tier AC Class. A senior officer of the Railways, who is a General Manager or somebody you say what he is, is moving in a saloon on the railway track. What system is this? This only reflects a feudal system which was there in the British times earlier and which you have inherited. Are you looking at the issues with a progressive mind? Are you going to change this system?

I would like the hon. Minister, when he replies, to give categorical answers to these questions, about industrial relations, neglect of South, escalation of the prices of essential articles and the consequences. I would like the Hon. Minister to reply categorically about them.

[Translation]

SHRI MANOJ PANDEY (Bettiah): Madam Chairman, I support the Railway Budget. First of all I would like to say that before making provisions for the Ministry of Railways the Planning Commission should make a proper assessment of the per-capita position of railway lines in backward areas of different states. The Planning Commission should also take a favourable view in regard to the Railways, I am of the view that without the assistance of the Planning Commission

the Railway Budget cannot take its proper shape and that is what I visualise from the Current Railway Budget. It is only then the Ministry of Railways can give a true picture of the backward areas when the Planning Commission is in a position to give assistance to them. I also request the Hon. Prime Minister to give his reaction on this subject in future.

I would like to tell a very important thing about Bihar. As has been said by other colleagues it is a fact that the extent of solutions to a number of problems in respect of Bihar was expected to be found in the Railway Budget but we could not have any of them in the present Budget. There are some problems with Bihar. The question of Bagaha-Chhitoni railway bridge has been a matter of discussion here. I would like to bring on this thing to your kind notice in this regard. The hon. Deputy Minister is sitting here. His constituency is quite adjacent to my constituency. He will also agree that the report of the Technical Committee appointed by the Hon. Prime Minister on Bagha-Chhitoni railway bridge has since been received. It has been stated in this report that both the State Governments have completed the work relating to the construction of a dam on the river and also the river protection work. Now there is no need for the State Governments to receive funds on this account. I am telling this thing because I have myself seen the report of the Technical Committee. On the basis of this report the Ministry or Railway should approach the Planning Commission, ask funds for it from them and take steps to complete this work. The Hon. Deputy Minister also comes from the area where the proposed railway bridge is to be constructed. If we take stock of the traffic situation and especially see the Nepal section of traffic, with the construction of this railway bridge, it will connect the areas in eastern region, eastern Uttar Pradesh, Western Bihar, North-West Bihar i.e. from Nepal to Bihar which are considered to be very backward areas. As such it is very essential to pay attention to it. I would also like to request the hon. Deputy Minister to offer his views on it.

Secondly, I would like to make a few submissions about the important railway bridge at Patna. The survey in regard to this railway bridge had been conducted in 1980-81. There is a village called Bigha near Patna. There was a proposal to construct a railway bridge at this place. The survey work had been completed and detailed action in this connection had already been taken after conducting soil testing etc. But unfortunately, we have not received any information about this railway bridge at Patna this year also. Will the hon. Minister please throw some light on this subject.

I would like to make a submission about the conversion of tracks into broadgauge. The traffic in relation to Nepal starts from Mujaffarpur and continues upto Raksoul. If you look at the present position of traffic from Nepal, you will find that the Government of Nepal takes all their goods straight from the dock on trucks in Calcutta. The main reason behind it is that bungling took place at the time of transshipment at Mujaffarpur. This forced the Government of Nepal to collect their goods direct from Calcutta by trucks. It is a matter of shame for the railways. It will, therefore, be in the interest of the railways to convert this section into broadgauge so as to wash off this blemish against them. The survey work of this project had also been completed in 1981-82. I am of the view that once the railways start getting Nepal traffic, this section will fulfill the norms laid down by the Government for the conversion of a particular section into broadgauge. Moreover the survey of this section has already been completed.

Apart from this, the survey work for broadgauge line at Narkatiyaganj near Muzaffarpur has also been completed, but we do not see further progress in this regard. Similarly, survey of the Samastipur-Darbhanga line has been completed. The construction of this railway line should also be completed, but so far no action has been taken in this regard.

The most significant thing is that the proposal for Hazaribagh-Giridih railway line

had come up in 1980-81. This area is rich in mineral deposits. The railways should extend their all possible help to exploit minerals from the mines in this area. This will boost up the country's economy further. One more thing that I would like to say is that Arah-Sasaram happened to be one of the oldest tracks, but now it has been dismantled. Later, a survey of this line was conducted and a number of proposals for the reconstruction of the Arah-Sasaram railway line had been moved in this House several times. I would like to request the hon. Minister to make a mention in his reply with regard to the construction of this railway line and also to initiate a discussion on this issue.

It is the most important and my last point that there are two places of Buddhist pilgrimage in Bihar. There has been discussion in this august House on the construction of a railway line along these places from the tourist point of view. The area from Hazipur to Narkatiyaganj via Lalganj, Vaishali and Sahebganj joins the Vaishali-Nandgarh area. I would like to request you to connect both these places of pilgrimage.

With these words I conclude.

SHRI JAI PRAKASH AGARWAL (Chandni Chowk): Madam Chairman, I would like to congratulate the hon. Minister for presenting a nice Budget. He deserves our congratulations for the improvements that have been effected in the working of railways during the last few years. I would like to make a mention of some of these achievements in the House. The Rapid Information Centres opened by the railways have provided a lot of relief to the people. These centres provide detailed information regarding the place and time of arrival and departure of trains from a particular station alongwith the position in regard to the availability of seats in the trains. With the introduction of computerisation system, of reservation which is likely to be extended further, to cover more places, a person will be able to purchase his ticket in any part of the country for any station in the country. I am sure the improvements which have been effected in

[Sh. Jai Prakash Agarwal]

the working of the railways will be maintained for all time to come.

Now I would like to draw your attention to some of the demands. We have been demanding since long for an under-ground train. I am hopeful that you will definitely pay your attention to this and take suitable measures to expedite the proposal. This will provide a lot of relief to the residents of Delhi. Secondly, there can be no other transport system than the railways to connect different cities in and around the national capital region with Delhi. It is, therefore, essential that these cities should be connected by rail so that the growing population of Delhi could be saved from difficulties. It will also save time of the people. If it is at all possible, some better system should be evolved to connect the adjoining cities with Delhi expeditiously.

Now I would like to make a submission about the business men of my constituency who have got their direct concern with the railways. They have to face a lot of difficulties to book their goods in absence of the proper recognition of their forwarding agents by the railways. These agents have not been provided any facility by them. There is a lot of incoming and out going goods traffic worth crores of rupees in Delhi. But the businessmen experience a lot of difficulties as it takes a several days for them to get their goods booked which results in the loss of thousands of rupees to these people. They also bear the loss of interest alongwith the loss of their goods. Sometimes, their dispatches get damaged in the rains and on the other occasion, their goods are pilfered. I, therefore, request you to find some way out by shifting the place of booking to some other point in Delhi having the provision of a vast space for the convenience of the railway personnel and their customers. This system is available in ships and also with railways. But I request you to find some way out which will be a convenient proposition for the businessmen and will save them a lot of difficulty.

The employees are a part of your family.

They experience a lot of difficulties because of their quarters or the place of their residence. For them, there are no community centres and no provision of fans in their quarters. Even the water pipe lines are 60 to 70 year old. The condition of over head water tanks is so bad in the colony that one cannot drink a glass of water from these tanks. There is no school and a lot of debris have accumulated there. Also there is no provision of cleaning the debris. There are a number of colonies in my constituency which are in a very bad shape.

One more thing that I would like to say is that the freight rates of pulses have been increased. In this connection I would like to request you to exempt pulses from freight hike as has been done in the case of some other commodities. Pulses is a commodity which is consumed by the common man and used everywhere and everytime. I hope you will pay attention to it.

Finally, I would like to say that the Delhi Railway Station has been functioning as it has been for last several years without any improvement. People coming out of the station will have to take a lot of care of their luggage from being looted or snatched away. The condition of the station is very bad as the rickshaw pullers swarm on all sides of the station and other unwanted people are also seen hovering over there. I, therefore, request you to evolve a scheme in consultation with the Delhi Administration so that this area could be kept clean. Now a days, when people come out of the station they cannot find their way to their destination and they remain surrounded by the people. I would like to relate to you my own experience in this regard. Once after coming out of the station, I talked to a rickshaw puller for hiring his rickshaw upto Chandnichowk. The rickshaw puller asked me Rs. 25 for it whereas it was a matter of less than one kilometre only in that case I hope that you will pay attention to the points made by me.

SHRI KAMLA PRASAD RAWAT (Barabanki): Madam Chairman, I rise to support the railway budget. The hon. Minister of

State of Railways and the hon. Deputy Minister Shri Mahabir Prasad have shown great consideration for the people of whole of India by not increasing passenger fares. I congratulate them for presenting a very good Railway Budget.

Madam, the area from where I come is very backward and is tormented by floods in the Ghaghar and the Gomti. The railways are playing a useful role in the area and if a few changes are brought, they can further contribute towards the better development of the area. The Safedabad railway crossing near Barabanki and Lucknow Road is the scene of frequent traffic jams often dislocating the movement of to and fro traffic and at times law and order problem is also created. I had raised this matter under Rule 377 also. The hon. Minister also passes through that point in his car. The public will benefit if an overbridge is constructed over that level crossing.

13.58 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

This will benefit the people of Faizabad, Barabanki, Lucknow, Bahraich, Gonda, Gorakhpur and the eastern region. A link can be provided with Nepal also. I hope the hon. Minister will consider this point.

Many trains stop at small towns but not at Barabanki. Shaheed Express which is an important train has no stoppage at the district headquarters. I want to draw the hon. Minister's attention towards this matter also. Barabanki is an important centre of handloom products and the traders of Barabanki are inconvenienced as they cannot get reservation. The reservation quota in the Vaishali Express should be increased.

There is no direct train between Barabanki and Bahraich. If there is a direct connection between Barabanki and Bahraich it would provide a link with Nepal. This will provide relief to the people of Bahraich which has hitherto been backward area. I request the hon. Minister to make provisions in the

present Budget or the next Budget for a direct link between Barabanki and Bahraich or Lucknow and Bahraich. The Varanasi and Gorakhpur railway lines pass through Barabanki-Fatehpur Road. Either an overbridge should be constructed or these two should be merged.

14.00 hrs.

The Burhwal junction can be linked with New Delhi via Sitapur and Shahjahanpur. Construction of this new railway line will reduce traffic congestion as also save time. Therefore, I want the Burhwal-Sitapur metre gauge line to be converted into broad gauge.

The erstwhile hon. Minister Shrimati Mohsina Kidwai has said at a function at Barabanki railway station that it would be modernised. I hope the hon. Minister will consider taking steps for the modernisation of Barabanki railway station.

I have noticed the menace of mosquitoes and insects in the second class coaches. Bed-rolls supplied by the railways have been found to be dirty and worn out. The hon. Minister may please look into this.

The railways are capable of providing better facilities. The railways as an organisation can be a model for others to follow, thus making a major contribution towards national development.

I am grateful to you for giving me an opportunity to speak.

[*English*]

MR. DEPUTY-SPEAKER: We will adjourn now for Lunch and we will re-assemble at 2.25 P.M.

14.01 hrs.

The Lok Sabha adjourned for Lunch till twenty-five minutes past Fourteen of the Clock

The Lok Sabha re-assembled after Lunch at twenty-nine minutes past fourteen of the clock

[MR. DEPUTY SPEAKER *in the Chair*]

RAILWAY BUDGET 1989-90 GENERAL DISCUSSION—*CONTD.*

[*English*]

DR. GOLAM YAZDANI (Raiganj): Sir, I am on a point of privilege.

MR. DEPUTY SPEAKER: No privilege. The Minister may now speak.

(*Interruptions*)

DR. GOLAM YAZDANI: I am on a point of order.

MR. DEPUTY SPEAKER: Nothing happened now. What is the point of order?

DR. GOLAM YAZDANI: I shall explain.

MR. DEPUTY SPEAKER: What is the point of order?

DR. GOLAM YAZDANI: I have a point of order. Let the Railway Minister reply to the debate after 5 or 6 minutes.

MR. DEPUTY-SPEAKER: That is not a point of order. The Minister may speak.

DR. GOLAM YAZDANI: Please listen. I had to go for my prayers. I never stood like this before and asked you. But today is Friday, the day of Jumma prayer. So, I approached you at half past Twelve to give me a few minutes to speak. But that was not allowed and I was asked to come at Two O'Clock after finishing my prayer. So, as soon as I came just at two O'Clock the House was adjourned. So, I want your permission to allow me to speak now for two or three minutes. I want to touch only one or two points.

MR. DEPUTY SPEAKER: Yesterday

you could have spoken. The whole week we discussed it. All right, you take two or three minutes.

DR. GOLAM YAZDANI: Mr. Deputy Speaker, Sir, West Dinajpur district in West Bengal was devoid of any direct train from Balurghat to Calcutta after partition of the country. The headquarters of the district was without any railway link to Calcutta. So, a railway link to Calcutta was thought of and that is how the Eklakshi-Balurghat line was proposed. I was sanctioned and the work started also in 1982. For the first three years, the work went on but for the last three years, the work stopped because there is no budget provision. Last year, there was only one lakh of rupees in Budget provision. This year also, it is provided for Rs. one lakh only. But the total cost of the line is Rs. 43 crores and up till now, only Rs. 3 crores has been spent. So, I request the Home Minister that the budget provision should be increased and the work started for the Eklakshi-Balurghat main line. This is the demand of all the people of our region.

There is another railway line from Barsoi to Radhikapur and it is of no use to the general public for going to Calcutta or anywhere else. So, we are demand for conversion of this M.G. line to broad gauge. The metre gauge line does not connect all the main lines. But our demands are not being fulfilled. We are also demanding that for the Balurghat line more allocation should be made. This is what we actually want.

Similarly, I want the hon. Railway Minister to give attention to the Dalkola overbridge which has not been completed. People who go by bus to Siliguri from Calcutta and vice versa, traffic get stuck up at the level crossing for hours and hours. The over-bridge plan has already been sanctioned. Land is also given. But the work is not making any progress. Without any reason, the Janata Express from New Jalpaiguri to Calcutta has been cancelled. Adina-Katihar Passenger express has also been cancelled. This passenger train was connecting the train of Kanchenjunga Express. Janata Express

was the only express second class train for the mass. But that has been cancelled to the great disadvantage to the general public. I do not know why it has been cancelled.

I request the hon. Railway Minister to give attention to all these problems and solve these problems.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): Mr. Deputy-Speaker, Sir, I pleaded with you to give a few minutes to Dr. Golam Yazdani because I was convinced that his prayer would have exercised calming influence on him. But my hopes are belied. Instead of supporting, he is extremely critical. However, I will look into it.

[Translation]

SHRI BALKAVI BAIRAGI (Mandsaur): Today you should give a Thundrous and fitting reply and not the run of the mill one.

[English]

SHRI MADHAVRAO SCINDIA: Mr. Deputy-Speaker, Sir, through you, I would like to thank the hon. Members who participated in the debate and offered many valuable suggestions ..

MR. DEPUTY-SPEAKER: How many suggestions are valuable for you?

SHRI MADHAVRAO SCINDIA: Including the suggestion from the hon. Deputy-Speaker. The level of discussion was undoubtedly high—way should it not be when the former Railway Minister initiated it. I welcome the constructive suggestions put forward by the hon. Members and even when they moved from the macro general appreciation to the micro general criticism. As a representative of the people, I can fully understand the compulsions that exercised them and the expectations of the people of their area, the expectations which they have to meet and which they have to fulfil. Keeping their sentiments, both macro and micro in view, I would, on behalf of my hon. col-

league, myself and the Railway Ministry, like to express my gratitude for the participation by hon. Members from all sides of the House.

It goes without saying that the railway exercise is a very major and massive exercise and as mentioned by me in my speech is not just crucial but, it is critical. We are as a team, as a railway family, endeavouring to play our role and to fulfil our responsibilities. Where we have a few successes, I am sure, we have also many shortcomings but, it will be our sincere effort to overcome those shortcomings and to rise to the expectations of the hon. Members of the House and the people of India. The success or failure of this railway exercise which has such a great interference with the people of India depends not just on the railway team but also on those who utilise their services. It is, therefore, truly a partnership and we are extremely grateful that in the past few years we have experienced the establishment of this spirit of partnership in the railway exercise. We have received lot of cooperation not only from hon. Members but from the general public.

The pressure on the railway system is tremendous. There is undoubtedly a shortage of resources and hon. Members like Prof. Madhu Dandavate and Shri Sharad Dighe pointed out the drop in plan allocations to the Indian railways. At the same time, for most of the people, specially the middle and lower income groups, there is no alternative means of long distance travel and, therefore, we are trying to ensure that within this resources constraint, we fix certain priorities in accordance with certain corporate objectives, the objectives being to meet India's rail transport need for passenger and freight at the least cost to the society, retaining the financial viability of the Indian railways, improving the quality and reliability of service and making travel more comfortable and safe. Our strategy is to enhance the output by increasing operational capacity, improving productivity and upgrading technology. I think, I have dwelt at length in my Budget speech on these three aspects. I

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don't think I need spend more time on it. I would just like to express my appreciation of the sincere efforts and the single minded devotion in which the Indian Railway officers and staff right from the senior-most to the junior-most have involved themselves in improving the Railway services. I would like to repeat here that manpower productivity in the last three years has gone up by as much as 22 percent and this is reflected in the freight carried on the Indian Railways. In the five years of the Seventh Plan I am confident of achieving the target of the terminal year also; we have surpassed all the targets in the four years the Net-Tonne KM. per wagon per day increase from the first year of the Seventh Plan to the terminal year of the Seventh Plan is about 325. This increase in five years is equivalent to the previous 29 years put together. I do not have to repeat that the credit for this goes to our railway workers and to our railway officers. (*Interruptions*) I had mentioned that it is our effort to retain our financial viability. This is important from the point of view of contributing to the general resource position in the country; it is important from the point of view of morale; it is important from the point of view of maintaining an image abroad which helps our subsidiaries like the IRCON and the RITES to bet contracts and it is also essential to enable us to finance larger plant. So, we had three alternatives before us. Alternative (a) was to ensure the financial health of the Indian Railways by maintaining a surplus, however small, in the terminal year of the Seventh Plan as well; alternative (b) was not to raise tariffs, freight tariffs and default in the dividend due to the general exchequer of Rs. 805 crores; and alternative (c) was to settle for a smaller railway plan. Alternative (b) was not acceptable to us in the national interest. There has been some mention that raising freight rates is going to have an inflationary impact on prices in the general economy. This may be true to a limited extent. But what I would like to clarify again is that whatever resources the Railways are raising from the freight service users that it is after absorbing 38 percent of the rise in input

cost. Our input cost has risen in the last 3 1/2 years at the rate of about 13 percent and our fare and freight rates have risen at the rate of 8 percent and that 5 percent gap which constitutes 38 percent of the total rise in inputs five of 13 per cent—is the amount that has been absorbed by greater utilisation of the existing assets, technology upgradation and improvement in manpower productivity. Sir, the effect that is going to take place on general prices had also been calculated. According to us, if you take the direct effect, it would have an overall impact of 0.3 percent on the wholesale price index and if you bring in the cascading effect, add all the indirect effects, it would be about 0.54 percent. On individual commodities, the effect would be two and a half paise per litre on kerosene; a little over three paise per litre on diesel and petrol; two and a half paise per kilo on salt; for a little over four paise per kilo on wheat, pulses and groundnut oil and 6.2 paise per kilo on sugar. Take the alternative. If we had accepted the alternative and if we had defaulted on our dividends to the General Exchequer, it would have meant Rs. 805 crores of less resources available to the Finance Minister, which normally he might have found another method which one would assume normally mean Rs. 805 crores more of deficit financing. There are many knowledgeable hon. Members of Parliament sitting here who are well-versed in economics. It is a well-known fact that the most inflationary aspect of financing is excessive deficit financing. So, from that point of view, we have taken the less harmful alternative. On the other hand, if we had accepted alternative 'C', a smaller plan, our priority area would have suffered our track renewals, railway electrification, renewal of rolling stock, all the things which the knowledgeable Members have talked about would have suffered. And it would not have served the long-term interest of the railways.

Hon. Members already know that the budgetary support for not only the plan allocation and the percentage of the larger plan but also the budgetary support to the railways is also going down every year. Last year, our plan was Rs. 3,850 crores and we

were given budgetary support of Rs. 1,446 crores which is 38 percent of the plan. This year, our plan is Rs. 4,450 crores and we have been given the budgetary support not of Rs. 1,446 crores but of Rs. 1,434 crores. It has actually come down both in absolute terms and in real terms—real terms much more and constitutes only 32 percent of our total plan. Therefore, we have to find resources somewhere to ensure that the plan remains at a level which is commensurate with the minimal requirements of the system. And because of that, our DRF contribution had to go up which is now between 11 to 12 percent and because of this, a burden had to be put on some area of working which affects the railway users.

Now, it has been said that this being an election year, the Government tried to avoid taxing the passengers and taxed them indirectly through freights. This is not so. We are not a Government which plays to the gallery. We are a Government which faces hard realities, takes hard decisions and acts on the basis of such decisions. The easiest way out would have been to raise freight at all and say, "All right, whatever inflationary effect will take place because of deficit financing by the Finance Ministry, the effect will really be after a time gap of eight to nine months after the election is over and we have not to worry about, we will see in 1990. That would have been the easy way out. But the fact that we took the bull by the horns in the long term interest of the system, the fact is that we did not want the tempo that has been achieved in all aspects of working under our leader, the Prime Minister Shri Rajiv Gandhi to be lost. We did not want Railways to lag behind. It is because of that that we took the bull by the horns.

We picked freight because there are two points where we can increase our resources—freight or passengers. Last year there had been a passenger hike. In 1988-89 the freight hike was only 6%. But if you take into account all the commodities that we exempted, it comes to only a marginal 4.8%. Therefore, this time it had to be the turn of freight. You cannot keep taxing the

passengers *ad nauseam* all the time. After all, as I have said time and time again that this Government acknowledges the fact that there is no alternative means of long distance transport for the middle and lower income groups. Therefore it is essential that we try and maintain as far as possible a policy of tariff restraint.

But unfortunately our honesty of purpose was misunderstood by the Opposition. I saw a very very bitter attack on freight hike. It seemed to me that the emotions were more accentuated because a very clear evidence of great disappointment was exhibited by the Opposition that we have not raised passenger rates so that they could really attack. So, they had to find some excuse by which to attack. It is unfortunate that they could not rely on hard facts.

There was some mention of operating ratio. This matter has come up quite often. I am grateful to the Hon. Members both on the Treasury Benches and the Members of the Opposition for having spared the time to be present here to listen to a few views or suggestions that I could put forward on behalf of the Railway Ministry. But unfortunately it seems that there are many Members who raise points, raise subjects and then do not come to hear what the reply is. As a result, quite frankly, I would say a very large number of points raised as points of criticism are already replied to. I could pick up the speech of last year, my reply of last year, my reply of the year before and the year before that and virtually read the same replies because the same points are raised over and over again. Those Hon. Members have not taken the trouble to hear what I have to say in defence of the criticism that has been levelled against us.

They talk of operating ratio. Prof. Parashar raised this point and a few other Hon. Members also raised this point that the operating ratio is 93%. Yes, it is 93%. But this is a hard fact. However, if you are trying to make an economic analysis on the efficiency or the inefficiency of the Indian Railways, then surely you are viewing it as a corporate

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commercial concern. If you get your economist glasses on, you have got to look at it from a commercial angle. We are a part of Government and therefore we fulfil certain social responsibilities. But if you are viewing our efficiency or inefficiency on the basis of operating ratio, then you have to assume that if we were not a part of the Government, if we were a commercial concern, we would not subsidise to the extent of Rs. 1700 crores on the movement of passengers, the movement of essential goods and the movement of certain goods of export and uneconomic branch lines. We would not subsidise it. Therefore, when you are viewing it just for the sake of analysis, you will have to give the Railways credit for that Rs. 1700 crores. If you give the Railways credit for that Rs. 1700 crores, the operating ratio drops from 93% to about 79% which is a fairly healthy operating ratio.

Conversely if you take the return on investment it goes up from 5.8 per cent to almost 19 per cent which by any commercial standards is a fairly healthy rate of return. I am very grateful to my hon'ble senior Member, Prof. Madhu Dandavate in putting forward a very forceful plea on certain assistance or certain re-imbursement. Possibly he was indicating towards the social costs which the Railways are supposed to bear. He had read out certain figures. It is a fact that abroad social burdens are carried by the Railways but the British government reimburses the British railways to the extent of 700 million pounds a year or Rs. 1800 crores a year for the social burdens that they carry on behalf of Government. The German railways are re-imbursed to the extent of DM 13,600 which is equal to Rs. 10,000 crores. The French railways are re-imbursed 35,000 million French francs equivalent to Rs. 8000 crores. Japanese railways are re-imbursed 2,42,000 million yens which is equivalent to Rs. 2,500 crores. I am very grateful that Prof. Dandavate made a very relevant point and I am glad I had the occasion to be able to emphasise even more.

Talking about depreciation reserve fund contribution which goes upto a large extent in financing of our plan. Members know that it has gone up from 2.9 per cent ten years ago to 11.8 per cent now. Shri Raghuma Reddy made mention of the fact that freight and fare rates were not touched in 1977-78 and 1978-79. It is very simple for me also not to touch freight and fare rates if I had kept DRF contribution to 2.9 per cent only as against 11.8 per cent.

All I want to say is that in this financial year 1989-90 if the DRF contribution which as I said goes to finance our plan had been kept to 2.9 per cent my surplus would have been Rs. 1,434 crores. There would be no question of raising freight and fare rates, and conversely all the surpluses in those two years ten years ago would have become very large deficit ranging between Rs. 300 to Rs 514 crores. But this would not have been good for the general health of the system.

Some hon. Members said that more railway bonds should be raised. We are raising railway bonds but railway bonds are an expensive exercise when compared to budgetary support. We are paying a dividend of 6.5 per cent on the budgetary support from the Government which goes into creating new capital but to finance the railway bonds we pay 9 per cent to the bond holder by way of interest and 7 per cent as provision for repayment on the date of redemption. It comes to about 16 per cent. Therefore, it would mean a burden this year of about Rs. 140-143 crores and a burden in the coming financial year of almost Rs. 270 crores. Therefore, what we are trying to do is that whatever bond money comes in we are trying to ear-mark it for such assets where we can evaluate the return so that the financial viability of that investment is ensured and we try and ensure that it is yielding us more than what we are paying.

15.00 hrs.

Therefore, the entire amount of Rs. 1,520 crores, that has come in by way of bonds so far, has been invested in rolling-

stock — mainly in wagons and in our rolling-stock programme.

PROF. N.G. RANGA (Guntur): Are they being fully subscribed?

SHRI MADHAVRAO SCINDIA: Yes.

Hon. Member of Parliament, Prof. Dandavate, very eloquently expressed the predicament that the railways sometimes faces in terms of in-laws. He talked about the two mothers-in-law which were, according to him, the Planning Commission and the Finance Ministry. We know that our mothers-in-law are trying to do their best within the constraints that they too are facing.

PROF. MADHU DANDAVATE (Rajapur): I referred to three mothers-in-laws: Finance Minister, Planning Commission and Finance Commission.

SHRI MADHAVRAO SCINDIA: All right. You have given me the third mother-in-law. Two were there. All collectively are doing their best for us. I know that they are. I know that there is an appreciation of the vital roles that the Railways play.

He also talked about sister-in-law—the Steel Ministry, the Agriculture Ministry and Energy Ministry—which are trying to nibble away at whatever resources are being allocated to us and trying to get more resources for themselves. I would like to assure him that there is complete harmony with both the mothers-in-law and the sisters-in-laws. All I can say to the hon. Member is that it is an accepted notion — it is not always true; it is not true in very many cases — that the daughter-in-law always suffers at the hands of the mother-in-law and the sister-in-law. At the same time, it is also an accepted notion that the soft-hearted father-in-law always tries to safeguard the interests of the daughter-in-law. All I can say is that as I mentioned in my speech too, I talked about the very benevolent, the very benign, the very dynamic and the very supportive father-in-law that the Railway Ministry has. The Prime Minister has always given us tremen-

dous support. I mentioned that it is because of the atmosphere that he has created in the House that the mothers-in-law, the sisters-in-laws, the daughter-in-laws get on well because we have a benevolent father-in-law over us.

There was some talk about stagnation. I would like to assure hon. Members that stagnation does not exist in Indian Railways. In all major areas, there has been a tremendous climb in performance, as I said, especially in the priority areas — track renewal, rolling-stock, electrification and workshop modernisation.

Track renewal allocation as a part of the Railway plan was only 10.2 per cent in the rolling plan period 1978-1980. From 10.2 per cent, we have now raised it to 21.1 per cent, which is more than double. Similarly, our track renewal progress has gone up from an average of about 1,900 kilometres in the Sixth Plan to an average of—I am subject to correction by a few units here and there—round—about 3,900-4,000 kilometres per annum in the first four years of the Seventh Plan, and an all-time low of 976 only in 1979-80 as against 4,540 last year.

Our Seventh Plan target for track renewal, which is being given tremendous importance, was between 19,000 to 21,000 kilometres. Our estimate is that we will achieve in the region of, say, 19,400 kilometres in the Seventh Plan period, which is above the target that was estimated. Our arrears also have been greatly wiped out. We are still accepting the target of wiping out the entire backlog of about 19,000 to 20,000 kms. which we inherited at the beginning of the Seventh Plan, by 1995. Mrs. Prabhawati Gupta also laid stress quite rightly on track renewals. Both she and Mr. Dandavate mentioned about rail fractures. I am glad to say that as a result of the increased pace of track renewal, incidence of rail fractures have shown a declining trend. In 1986-87, there was a reduction of 21 per cent in rail fractures as compared to the previous year and during 1987-88, there has been a further reduction of 13 per cent. Approximately,

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1500 kms. of track is welded every year and on the BG line, the BG welded track accounts for about 85 per cent of the total BG track.

In our rolling stock programme, we are also placing great emphasis on expansion so as to meet the requirements of the 8th Plan. The capacity of Chittaranjan Locomotive Works is proposed to be increased from 100 to 120 locos at an estimated cost of Rs. 22.5 crores. Diesel locomotives to be increased by another 10 diesel locos at an estimated cost of Rs. 19.5 crores. The capacity of Wheel and Axle Plant Bangalore to be increased from 70,000 to 85,000 wheel sets per year at an estimated cost of Rs. 31.9 crores. Rail Coach Factory at Kapurthala is targeted to produce 120 coaches in 1988-89 and 300 coaches in 1989-90 which will greatly help to augment our coaching fleet.

The Workshop modernisation that has taken place has also had its effect on electric diesel coaches and wagons ineffectives. All of them have come down between 30 per cent in some cases to about 70 per cent. There has been an allround progress achieved in locomotives and wagons, rolling stock availability and ineffectives.

In our workshop programme, in the first phase which was completed in 1985, we covered four maintenance workshops and one production unit, i.e., Mantunga, Kanchrapara, Kharagpur, Lower Parel and Chittaranjan Locomotive Works. The total investment in the first phase amounted to about Rs. 68 crores. The second phase of the programme covers six maintenance workshops and one production unit. These are I.C.F., Liluah, Golden Rock, Parel, Kharagpur, Ajmer and Jagadhari. This is estimated to cost about Rs. 186 crores and the project is likely to be completed near about March 1990. Jamalpur and Perambur workshops are for modernisation in 3rd phase at an estimated cost of Rs. 65 crores in Jamalpur and Rs. 56 crores in Perambur. There is also a new loco shed proposed at an

approximate cost of about Rs. 10 crores in Jamalpur. In Jamalpur, we are also increasing POH facilities for diesel, locos, modernising cast iron foundry and increasing our crane manufacture.

In electrification too, the same progress has been evidenced. The rolling plan allocation for railway electrification was 3.3 per cent of the total plan. We have increased it to 4.7 per cent and from 97 kms. which was ten years ago, i.e., the rolling plan period of 1977-78, it has increased to as much as 681 route kms. this year. We are targeting for about 750 route kms., i.e., seven times of what was achieved ten or eleven years ago. Mr. Bhattam Sriramamurty mentioned that we have only 11 per cent electrification whereas foreign railways have much more. Electricity costs vary from country to country. Therefore, it will be erroneous to try and compare electrification statistics in an adhoc fashion. However, I would like to say that electrification, as the hon. Members know is high by capital intensive exercise, and therefore it has to be commensurate with the cost benefit that would accrue after investment. It is only high density routes that can truly end up in cost benefit to us. Therefore, our BG routes which are carrying most of our freight traffic are slated for electrification first in accordance with the traffic statistics on BG routes. By 31st March, 1990 we should have electrified 33 per cent of the total BG track length on the Indian railways. Currently, the traffic haul on BG routes is 38 per cent of the total goods traffic and 31 per cent of the total passenger traffic. By the end of the 7th Plan, it will go up to 46 per cent for goods traffic and 37 per cent for passenger traffic. By the end of the 8th Plan, it will go up to 62.5 per cent for freight and 45 per cent for passenger traffic. So, we have to think of the B.G. route which is going to have a greater and greater pressure on its system.

A number of Members raised about the recommendations of the Raj Committee. There are nine recommendations made by the Raj Committee for effecting economy in the cost of electrification. Six recommendations have been implemented; another two

though initially accepted and implemented had to be withdrawn in view of the experience; very marginal benefits and adverse repercussions on reliability of power.

The main item, of course, was the use of aluminium catenary replacing costlier cadmium catenary. I am glad to say that the technology has been developed and 108 kms of Bellampalli-Balharshah section due to be energised by 31st March, 1989 has been equipped with aluminium catenary. Work is also in progress in Durg-Nagpur and Agra-Bayana totalling another 350 route kilometres with provision of aluminium catenary. By and large, this is the system that is going to be used for the railway electrification in future.

I just talked about our priority areas. We have a work-horse philosophy and not race-horse philosophy. We have to carry the maximum bulk movement of freight and bulk movement of passengers. We have to cater largely to the bulk movement of freight and bulk movement of middle and lower income group who do not have an alternative means of long distance transport. Therefore, I am glad that, however attractive it may seem, high speed technology has at present to take some sort of a back seat. I am not saying that we do not move towards that. Yes, certainly we make a move towards it; from 130 km per hour, we have just moved up to 140 km per hour with the Shatabdi Express which is not really a high speed train. 140 km per hour, by no definition can be termed by world standards as a high speed train. When we talk of high speed, we really talk of 200, 220 and 270 km per hour. They have now gone up to 350 km per hour. That sort of system for us is too expensive today. I would prefer to use the same resources for bulk movement for catering to the needs of the lower and middle income group and for catering to the bulk movement of goods traffic in our country.

In a report submitted by a Japanese team recently, a pre-feasibility report, it was assessed that the overall investment for a corridor between Delhi and Kanpur would be of the order of Rs. 2000 crores. One has to

understand that if you want trains moving at 200 or 220 km per hour, you have to have a dedicated corridor; you cannot have a mixed corridor. You cannot have a route which is used for high speed trains, mail and passenger trains. You have to have a separate route and I think, whereas we can certainly make a move towards this area, mainly indigenously, really high speed trains will have to wait for future years when we have looked after our first priorities.

As far as safety is concerned, we have made a significant improvement. As I said in my budget speech, there has been an improvement of almost 32 per cent in the number of accidents that have occurred on the Indian railways. I would like incidentally to mention about the level crossings and unmanned level crossings, about which some hon. Members talked. In level crossing accidents too, there has been a declining trend. In unmanned level crossing, which was 96 in 1974-75, it has come down to 41 in 1987-88. It may be worth mentioning that the level crossing accidents in developed countries are astronomical. In Japan, in 1983-84, 651 level crossing accidents took place. Our level crossing accidents, manned and unmanned, are I think around 60 to 65 per annum. In Japan they are 651; this is according to the latest figures available. In USA, the number is 6562 in 1983-84 and in France it is 318 in 1983-84. These are the most developed railways in the world.

However, this improvement that has been recorded will in no way lead to any complacency as far as Indian Railways is concerned. We don't believe in taking refuge behind figures or statistics. I am only quoting these figures to put the record straight.

Some Hon. Members kept talking that the accidents are going up. They are not going up. Accidents are going down and they are going down steeply. Even this year in the first 10 months, compared to the first 10 months of last year which was a record low in the Indian Railways, there has been further improvement up to 11 and 12 per cent. But by stating these figures, not for a mo-

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ment please think that I am satisfied or that I am being complacent about it. We will never be satisfied till there is one accident on the Indian Railways. It will leave us totally dis-satisfied. We have to move towards greater and greater safety of the Indian Railways. But the significant improvement recorded by the hundreds and thousands of railway men and railway workers who slog day-in-day-out, who during the winter or the monsoon months and during the hot boiling afternoon in the North and Central India worked their guts out for the safety of the passengers, let us not detract from their effort also. They have contributed a lot and they have made their impact on the railways.

I would like to reassure the House again that not for once are we going to take it easy, not for once are we going to be complacent about it and not for once are we going to be self-satisfied with our performance. It will be our constant endeavour to keep improving on the safety performance.

Shri Mohan Lal Jhikram talked about the compensation. I think, this has been cleared so many times in the House but it keeps coming up all the time. Moment an accident takes place an ex-gratia amount is paid which is Rs. 5000 to the families of the dead and I think it is about Rs. 2000 to the grievous injured person and Rs. 500 for simple cuts and injuries. This is an ex-gratia amount which is meant for immediate use and immediate requirement. But the compensation follows after an adhoc Claims Commissioner is appointed in consultation with the State Government and that compensation is equivalent to 100,000 rupees in case of death and ranging between Rs. 20,000 and 100,000 rupees in case of grievous injuries. This being a quasi-judicial matter, because a number of people may claim compensation, we leave it for the adhoc Claims Commissioner to decide and instruct us as to whom compensation is to be paid. Therefore, it does take a little time before the compensation is awarded. I am intending to consider that this compensation

amount too should be greatly increased. In the new Indian Railways Act — the Select Committee has deliberated upon it and the Report is ready; hopefully, the new Indian Railways Act will be introduced very soon for discussion — in that, I am considering to review the amount of compensation which is payable to those who have unfortunately, tragically, lost their lives or to those who have been grievously injured.

Now, I would deal with the punctuality. I do agree that there are occasions when people are put to inconvenience due to the late arrival of trains. Sir, all I would like to say is that in spite of all the problems that we face, our punctuality, for instance, in the month of February, is running at about 86.3 per cent which is the best in the last four years. We are trying to maintain this punctuality against very heavy odds. On the Eastern Railways up to November, 1988 there have been as many as 25231 cases of chain pulling hose pipe disconnections as compared to 25326 upto November 1987. In the North Eastern and Northern Railways, the figures are 82,449 and 64,953. Hosepipe disconnections and alarm chain pulling account for 9 per cent of the delays when the trains are late and agitations and bandhs account for 11 per cent of the delay. This also is a highly upward moving graph. It is noticed that in the first year of each Plan, there is a great decline. As the terminal year approaches, as it also coincides with the election year, this graph of agitations begins to rise very steeply. As a result we are suffering tremendously. As hon. members know 'rail-rokos' and bandhs play havoc and have a very damaging effect on the economy. Freight movement in essential commodities such as petroleum products, cement, steel and foodgrains suffers. Frequent bandhs in the Assam area have especially made it impossible now to run the passenger services. What is the point in asking for more passenger services if you are going to have a bandh every alternate day, disrupting the whole system? Once you have a bandh which goes on for four or five days or even for a couple of days, you disrupt the maintenance schedules.

Therefore, that same coach goes for POH that much later and the whole link is disrupted. As a result, it affects the maintenance of the coaches tracks etc. There are definitely complaints from the North East that the coaches are not maintained in a proper manner. I would plead rather implore that the hon. members of the North East should try and ensure that bands and agitations, especially those which are not in any way connected with Railways, do not disrupt railway services. I remember, a year or a year and a half ago, there was a 'rail-roko' agitation and a total bandh in Allahabad because the district collector had been transferred! Now what connection do we have with the transfer of a district collector? Therefore, I would implore the hon. members to keep this in mind because these bandhs and agitations affect the movement of essential commodities, especially to the North East areas.

The total number of wagon days lost came to about 50,000 in our estimate in the North East area. This is equivalent to about Rs. 15 crores. Apart from the loss, it puts tremendous pressure on the public distribution system.

Rail movement in Kanpur-Tundla and Kanpur-Anwarganj section came to a standstill during the agitation of the textile workers. During this period, Railways had cancelled 236 trains and terminated 71 passenger trains short of destination. And a very tragic and very unfortunate aspect of this whole scenario is that railwaymen who are devoted to their duty become very unfortunately victims of violence. For example, as the House is aware, one railway employee in Assam was recently kidnapped and killed by extremists in the course of Bodo agitation. Our deepest sympathies go to the bereaved family. I would just like to inform the House that at such a time, the whole Railway Family—and I am sure the entire House—stands like a rock with the bereaved family. I would like to quote an example of how we go to their help. We have done the same thing in Punjab whenever such tragedies occur. The Railway Administration has de-

cided to give to the widow of Shri T.K. Kalita a family pension equal to the full salary drawn by Shri Kalita instead of the normal family pension which would have been much less. She has also been offered employment in the Railways. She will get out of turn allotment of residential accommodation. An ex-gratia compensation has already been paid to her. I would like to emphasise again that we are solidly with our railwaymen who day in and day out are facing very adverse circumstances in fulfillment of their duties. Especially in the Punjab and in the North East areas, their efforts to keep the wheels moving are truly commendable.

I would like to say a word about the Herculean efforts put in for smooth inflow and outflow of pilgrims in the Kumbh Mela. 2000 coaches were commandeered and I think, by and large, the arrangements were satisfactory. I would like to mention for the information of the hon. House the tremendous effort put in by the Northern Railway and by all the officers and all the workers of the concerned Indian Railway and also the special interest taken by the hon. Deputy Minister, Shri Mahabir Prasad, in ensuring smooth arrangement in Allahabad.

Passenger amenities have also gone up three times in comparison to the Sixth Plan. We have this year—in 1989-90—raised it by further 30 per cent. Similarly about halt stations, while I had announced in 1987-88 that we would open 50, we had opened 57. So in 1988-89, we have again succeeded. In 1989-90, I intend to continue with this programme of providing 50 halt stations in the rural areas for our *kisans* and for the rural population. A great part of the success—whatever little success has been achieved in the Indian Railway—is, as I said, attributed to the spirit and co-operation and dedication shown by Railway staff. The annual average allocation for staff quarters has also doubled from about Rs. 20 crores to about Rs. 47 crores in the Seventh Plan compared to the Sixth Plan. In 1988-89, it was Rs. 49 crores and now this year, i.e. 1989-90, it has been raised to Rs. 65 crores which is more by 33 per cent.

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Similarly, I would like to inform the House that for the period ending 31.3.87, the housing satisfaction for Group C and Group D employees of the Railways was 32 per cent and 46 per cent respectively which is quite good when compared to other similar Government undertakings.

I will just deal with all the individual demands of the hon. Members. I will look into them and I will be replying to them by letter. A few demands I would just like to clarify. Mr. Ashok Chavan and some other MPs have requested for allotment of more funds for gauge conversion and new line works in the Marathwada Region. Provision for Manmad-Aurangabad of course has been increased—if I remember rightly—from Rs. 5 crores to about Rs. 15 crores and the Adilabad-Pimpalkutti side has been increased also from Rs. 2 1/2 crores to Rs. 5 crores, if my memory serves me right. The section in between was given only a nominal allocation because we felt that first we should start work at a greater pace on the two extremities before moving towards the centre portion but then after all the people in the middle portion also have aspirations and expectations. So, I can just assure Mr. Ashok Chavan that the progress of each work is being constantly monitored and wherever necessary we shall try to provide more funds, even for that central section by locating savings during the course of the year.

Shri Arvind Netam and Chandulal Chandrakarji....(Interruptions)

I have already said that I will give reply to all the hon. Members. (Interruptions)

MR. DEPUTY SPEAKER: He is going to write to everyone.

SHRI MADHAVARAO SCINDIA: I will either inform them by meeting them in person or by writing to them.

About Dallirajhara and Jagdalpur line it is a very-very important line. Chandulal

Chandrakarji and Arvind Netamji very rightly raised the subject.

Of course, as hon. Members said, Bastar is equivalent in size to the whole State of Kerala and yet has hardly a railway line. Therefore, it is essential from that point of view also. It is an *Adivasi* area. It is a tribal area. It is a backward area. So it should be opened up and it should be ensured that the Railway will also contribute to its joining the national mainstream. But it is also important for the Bhilai Steel Plant. This matter is under active consideration of the Planning Commission and the Steel Ministry. We are hopeful that some decision will be communicated to us in the next few months. When I mention this to the hon. Members, I am not saying it is under consideration, I am saying it is under active consideration. I think that says quite a lot. So, I will leave at that.

Further I wish to point out that on strategic considerations, great importance is attached to the gauge conversion of Bikaner-Merta Road-Jodhpur-Phulera-Jaipur and Sawai Madhopur to Jaipur. And it is with this purpose that a final location survey has already been ordered. There was some talk. I had just recently been to Rajasthan, a few months ago, and I had said that a final location survey had been ordered. Normally, I would like to assure the hon. Members that, again, we are hoping to receive the final clearance from the Planning Commission. The final location survey, in many cases, means that more or less the way has been smoothened for the final sanction. So, I am extremely optimistic about this line, which is important to us not only because it joins the capital of Rajasthan, Jaipur, with broad gauge, not only because it opens far-flung areas like Bikaner and Barmer and Jaisalmer and Jodhpur with the national mainstream, but also because it is considered very important from strategic considerations.

As far as Mr. Purushothaman is concerned, he had talked about the Ernakulam-Alleppey line which we hope to open by June-July 1989. Regarding Alleppey, I have

certainly noticed....

MR. DEPUTY SPEAKER: Mr. Minister, how much time do you require?

SHRI MADHAVRAO SCINDIA: I think just about five minutes, Sir.

MR. DEPUTY SPEAKER: I think the House will agree to this.

SOME HON. MEMBERS: Yes.

SHRI MADHAVRAO SCINDIA: The Alleppey-Kayamkulam has also been given priority, and we should, by all indications be able to do it, provided, of course, we get the funds. But in our list of priorities we hope to complete it in the early part of the 8th Plan.

The other line in Kerala is the Trichur-Guruvayoor new line which was included in the Budget of 1987-88 at a cost of Rs. 17 crores. During the current year, it has been allotted a sum of Rs. 4 crores.

But I would request the hon. Member to try—I know his difficulties also—and help out with the State Government, because difficulties are being faced in obtaining land which is required for the project, due to delay in acquisition by the State Government. So, I would request hon. Member Mr. Suresh Kurup and other hon. Members to try and help us. (*Interruptions*)

PROF N.G. RANGA (Guntoor): What about gauge conversion from Katpadi to Tirupati? (*Interruptions*)

SHRI MADHAVRAO SCINDIA: There are other points some hon. Members evinced interest in. One was the Salem-Bangalore conversion; and one was the provision of a direct route from Pondicherry to Bangalore via Villupuram, Tiruvannamalai, Uthangarai, Krishnagiri, Palacode and Hosur. I believe some hon. Members were so distinctly particular about it.

MR. DEPUTY SPEAKER: I also showed some interest in it.

SHRI MADHAVRAO SCINDIA: I would like just to say that we would be surveying the second part; the first has already been surveyed. We would be surveying the second part also. We will try and see what is the viability of these lines.

PROF N.G. RANGA: We have been asking for gauge conversion, about Katpadi to Tirupati. (*Interruptions*)

SHRI MADHAVRAO SCINDIA: As far as Railways are concerned, I would again request the hon. Members—again, I understand; I fully understand the problems they face and the pressures that they are having; and naturally, they have to voice the aspirations of the people of their areas in the Lok Sabha. It is quite natural, and it is justified—just like all of us do. But I would request the hon. Members to also ensure that in their cooler and calmer moments they look at Railways in a global way. When I say 'global', I mean in an all-India way. Railways is an operational Ministry; it is not a Ministry where you go by allotments to various States. It has to be looked at totally from an all-India operational angle, at the same time keeping some weightage for local aspirations. So, I would request hon. Members kindly to cooperate, because some States, as it happens, due to operational requirements in one given year, get a very large amount; in the other given year, they do not get the amount. Another lot gets it. This year, for instance, in the new Time Table, we were not able to cater to Kerala to the extent that we did last year. I would like to assure the hon. Members that in the last 1 1/2 years....

PROF SAIFUDDIN SOZ (Baramulla): Could you come from Kerala to Kashmir? (*Interruptions*)

SHRI MADHAVRAO SCINDIA: In the last 1/2 years, if any State has got the maximum number of train services, it is Kerala. So it cannot be a continuous process. There are other States also which have to be catered to. I just took an example, not that an hon. member from Kerala has raised this particular subject. In fact, I am grateful to the hon.

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member, Shri Suresh Kurup, for having brought up this matter. He seems to be satisfied fairly because Kerala stretches from North to South. (*Interruptions*) I would like to mention here the Mangalore-Udipi section which is being taken up as a first part of the West Coast line, as far as we are concerned, we consider it a very important line; and it is an area which should be opened up; it will decrease the great distance between the southern part of the country, the south western part of the country and the northern and central part of the country; it is a very important line for us. There was some apprehension raised about the allocation for the Mangalore-Udipi Section. If you go back and look up any project, you will find that in the first year of its inclusion in the budget, the allocation is always smaller, because all the procedure has to be gone through, land acquisition, compensation and various other things have to be sorted out. So, even if you allot Rs. 5 crores or Rs. 10 crores or Rs. 20 crores you will not be able to spend it. So, it is, from the practical point of view, not possible; otherwise, we are giving priority to it. The moment the procedural formalities are ironed out, you will see that this line gets a higher allocation than what it got last year, because we do consider that it is an important line. (*Interruptions*) I would like just to say that if one puts on the glasses of the States which one should not do, but if you do it, you will find that there are two major States with large geographical area which are certainly below the national level. When I quote figures about certain States which have much larger average than the national average, I am not, for the moment, saying that they should not get projects. Again, this is an operational Ministry. If on operational requirements those States which have the double national average, should get projects, they will get projects. But I am just mentioning that you take the national average, which is about 19 per km per thousand sq. kms of area; 19 is the national average. Number One in the List is West Bengal; it is about 43; Second is Punjab, which is about 42 U.P. and Bihar

have 30 and 31 which is almost double the national average. Again, I am not saying that they should not get projects; they should. Every one should get projects. We should get more money and every one should get projects. I quite agree with you. As far as the national average of 19 is concerned, there are only two major States which are far below the national average. One is Orissa, which has 12; the other is Madhya Pradesh, which has 13. As far as Orissa is concerned, we are endeavoring to see that whatever projects are there, which have been sanctioned by the Planning Commission, we should try to expedite them. That is why, Talcher and Sambalpur line, which was given only Rs. 5 crores last year, that allocation has been doubled this year. Because I have mentioned in my speech that the section from Talcher to Angol will be opened, not for one moment should anyone think that it is not going beyond Angol. It is a line from Talcher to Sambhalpur and it is to develop that line that we will be working.

As far as the Koraput-Rayagada line is concerned, we have to have a large allotment. In fact, I would like to mention about the total allocation. We have a resources constraint. We have been given only Rs. 250 crores for new lines against a larger demand of over Rs. 300 crores that we had wanted. There are problems which the Finance Ministry faces and we fully understand that.

Of that Rs. 250 crores, almost 40 per cent has been allocated to the State of Orissa. It is our effort and I think that effort also should be positively picked up by honourable representatives. (*Interruptions*)

Now also, as far as passenger amenities are concerned, in the third stage we have been going in for computerisation strictly by the pressure of demand, by the number of reservations that are made, and we have been going according to that list. The first four metropolitan cities followed by five more cities and in the third phase we have taken nine more cities, which I have elaborated in my speech. But in these nine cities there have been some exceptions

made and an exception has been made in the case of a very important city of Orissa. In these nine cities, Orissa gets two computerised reservation instalments and Cuttack gets an instalment out of that. But according to pressure of demand, Cuttack does not yet qualify for that. But we are putting Cuttack in because there are certain requirements of distant areas. Guwahati has been put in because of the requirement of some distant areas. Therefore, these aspects are kept in mind and within the overall resources we get, it is our endeavour to ensure that farther areas do get such facilities. (*Interruptions*)

Let me just elaborate a little on a matter which is of interest to Shri Basudeb Acharia, and that is the Calcutta Metro Project. (*Interruptions*) I would like to inform the House that this project is not going to suffer because of lack of funds, full funds will be allocated to this project. The problem really is about the acquisition of land.

SHRI BASUDEB ACHARIA (Bankura): It has been settled now.

SHRI MADHAVRAO SCINDIA: It has not been settled. I am very sorry. It is a wrong impression. There are still 11 critical places of land which are remaining for the West Bengal Government to hand over to us. (*Interruptions*).

I have written fourteen letters to the hon. Chief Minister and till that land is given to us we cannot satisfactorily progress with this particular project. It will take us 33 months after that land is given to us. We will give a commitment that within 33 months of the land being given to us, we will fulfil this project.

KUMARI MAMATA BANERJEE (Jadavpur): About West Bengal...

SHRI MADHAVRAO SCINDIA: In fact, I would like to inform the hon. Dr. Mamata Banerjee who has always taken such a great interest in Calcutta and in West Bengal, that we here are accused all the time of meagre allocations. We have been giving allocations

ranging between Rs. 75 crores and Rs. 77 crores or up to Rs. 81 crores. We could have given more if we had got this land. Therefore, we are giving about Rs. 80 crores. At a time when—in 1977 to 1979—the ruling party of West Bengal was a very important pressure group in those particular years in the Centre, the total amount allotted in three years was Rs. 40 crores. I am afraid that the sincerity of getting more funds suddenly seems to have kindled in your heart for the last few years. (*Interruptions*)

Sir, this is a critical Ministry of this country. I fully realise our responsibility and we will try to live up to our responsibilities. We would like to thank the hon. Members for their cooperation, for their guidance, for their advice. We certainly look forward to a continued relationship of advice and cooperation from the hon. Members. We welcome their suggestions. (*Interruptions*)

I would like to thank the many hon. Members who have supported the working of the Railway Ministry in the past year.

MR. DEPUTY —SPEAKER: Now we shall take up Private Members' Business.

15.45 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

Sixtieth Report

[*Translation*]

SHRI CHANDRA KISHORE PATHAK (Saharsa): I beg to move:

"That this House do agree with the Sixtieth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 8th March 1989"

[English]

MR. DEPUTY SPEAKER : The question is:

"That this House do agree with the sixtieth Report of the Committee on Private Members Bill and Resolutions presented to the House of the 8th March, 1989".

The motion was adopted.

15.45/1/2 hrs.

RESTRICTION ON HOLIDAYS IN
PUBLIC OFFICES BILL*

[English]

SHRI S. B. SIDNAL (Belgam): I beg to move for leave to introduce a Bill to put restriction on number of holidays in public offices.

MR. DEPUTY—SPEAKER: The question is:

"That leave be granted to introduce a Bill to put restriction on number of holidays in public office."

The motion was adopted.

SHRI S. B. SIDNAL : I introduce the Bill.

NATIONAL CHILD WELFARE BOARD
BILL*

[English]

S. B. SIDNAL (Belgaum): I beg to move for leave to introduce a Bill to provide for the establishment of a National Child Welfare Board for welfare of children and for matters connected therewith.

MR. DEPUTY—SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for the establishment of a National Child Welfare Board for welfare of children and for matters connected therewith."

The motion was adopted.

SHRI S. B. SIDNAL: I introduce the Bill.

MR. DEPUTY—SPEAKER: Shri V.S. Krishna Iyer.. Absent. Shri Thampan Thomas.

15.46 1/2 hrs.

CHRISTIAN MARRIAGE AND MATRIMONIAL
CAUSES BILL*

[English]

SHRI THAMPAN THOMAS (Mavelikara): I beg to move for leave to introduce a Bill to consolidate the law relating to solemnization of marriages, divorce and matrimonial causes of persons professing the Christian religion in India.

MR. DEPUTY—SPEAKER: The question is:

"That leave be granted to introduce a Bill to consolidate the law relating to solemnization of marriages, divorce and matrimonial causes of persons professing the Christian religion in India."

The motion was adopted.

SHRI THAMPAN THOMAS: I introduce the Bill

WELFARE OF HANDICAPPED AND
MENTALLY RETARDED CHILDREN
BILL*

[Translations]

SHRI SHANTILAL PURUSHOT-
TAMBHAI PATEL (Godhaha): I beg to move

for leave to introduce a Bill to provide for the welfare of all children who are born handicapped and mentally retarded.

[English]

MR. DEPUTY SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for the welfare of all children who are born handicapped and mentally retarded."

The motion was adopted.

[Translation]

SHRI SHANTILAL PURUSHOT-TAMBHAI PATEL: I introduce the Bill.

15.47 1/2 hrs.

COMPULSORY STERILISATION BILL*

[English]

SHRI G.S. BASAVARAJU (Tumkur): I beg to move for leave to introduce a Bill to provide for compulsory sterilisation and for matters connected therewith.

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for compulsory sterilisation and for matters connected therewith."

The motion was adopted.

SHRI G.S. BASAVARAJU: I introduce the Bill.

MR. DEPUTY-SPEAKER: Shri V. S. Krishna Iyer.. Absent. Shri A. Charles.

15.48 hrs.

CONSTITUTION (AMENDMENT) BILL*

(Substitution of new Article for Article 57)

[English]

SHRI A. CHARLES (Trivandrum): I beg to move for leave to introduce a Bill further to amend the Constitution of India.

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Constitution of India."

The motion was adopted.

SHRI A. CHARLES: I introduce the Bill.

15.48 1/2 hrs.

DOMESTIC WORKERS (CONDITIONS OF SERVICE) BILL*

[English]

SHRI THAMPAN THOMAS (Mavelikara): I beg to move for leave to introduce a Bill to provide for the fixation of wages of domestic workers and for the improvement of their working conditions.

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for the fixation of wages of domestic workers and for the improvement of their working conditions."

The motion was adopted.

SHRI THAMPAN THOMAS: I introduce the Bill.

15.48 1/2 hrs.

REPRESENTATION OF THE PEOPLE
(AMENDMENT) BILL*

(Amendment of Sections 59 and 61)

[English]

SHRI SHARAD DIGHE (Bombay North Central): I beg to move for leave to withdraw the Bill further to amend the Representation of the People Act, 1951.

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to withdraw the Bill further to amend the Representation of the people Act, 1951."

The motion was adopted

SHRI SHARAD DIGHE: I withdraw the Bill

15.49 hrs.

UNORGANISED LABOUR WELFARE
FUND BILL—*Contd.*

[English]

MR. DEPUTY SPEAKER: Now, we take up further consideration of the Unorganised Labour Welfare Fund Bill.

Shri Yogeshwar Prasad to continue his speech.

[Translation]

SHRI YOGESHWAR PRASAD YOGESH (Chatra): Mr. Deputy Speaker, Sir, I was speaking on the Unorganised Labour Welfare Fund Bill introduced by Shri Bala-saheb Vikhe Patil. I had tried to reply to the criticism of the Bill by some of our colleagues. Shri Patil has tried to extend the benefits of labour welfare to a sector hitherto totally neglected and the Bill brought forward

by him needs to be considered with all seriousness.

Clause 4 of the Bill provides for a deduction of one-percent from the salary of persons working in the unorganised sector, whose emoluments are not less than Rs. 1,000, to be deposited in a fund to be created for their welfare. To me his suggestion does not appear to be practicable. There cannot be any objection to the labourers making a voluntary contribution but they cannot be forced to do so. This is the reason why this suggestion seems to be impractical.

The suggestions given by Shri Patil in respect of the other aspect can be implemented. I would like to draw attention towards that aspect. Regular labour is employed under the R.L.E.G.P. and other programmes for construction of roads, ponds and canals etc. in the villages. All this work is done through Government agencies. Money can be contributed into the Welfare Fund from such places also. The Government gives a matching grant for the Welfare Fund. A similar grant can be given in their case also. Thus a Welfare Fund can be created very conveniently.

A roll of labour force engaged in construction of roads, National Highways etc. can be prepared. This work is executed through contractors only. The services of labour engaged in construction of roads can be regularised. Subsequently a Welfare Fund can be created by deducting a part of their salary and with a matching grant from the Government. In my view this could be a beneficial step.

It has been observed that contractors do not make payment of full wages to the labour employed by them in construction of roads. So the question of creating a Welfare Fund in their case is a very difficult proposition. If the Government continues to keep a vigil on them, it will bring a lot of benefit for the labourers. The labourers can also be benefitted if the Government makes a provision of provident fund for the labourers engaged in road construction work. In this regard, I

*Published in Gazette of India Extraordinary Part II, Section 2 dated 10.3.1989.

would like to submit that the Government may deduct a sum from the Bill of the contractors itself and deposit it in their welfare fund. Secondly, the Government agencies which have been entrusted to undertake construction work, their work is of sub-standard quality. The quality of their work seems to be not up to the mark. That is why there is no need of making double registration for those who are already undertaking work. Some other such agency should be engaged which can work properly for the protection of the labourers.

15.53 hrs.

[SHRI SHARAD DIGHE *in the Chair*]

I would now like to draw your attention to the migrate labourers. A list of such migrant labour who migrate from one state to another in search of jobs should be drawn. There should not be any difficulty in drawing such list. A substantial number of labourers from Bihar, Orissa, Uttar Pradesh and Bengal migrate to other places to get jobs. An officer of the rank of Deputy Labour Commissioner should be appointed in this area by the Government. An entry should be made in the register to show whether those labourers are paid full wages in time or not. A welfare fund should be created for these migrant labourers too.

Shri Patel has made suggestions about welfare funds for the labourers working in various sectors. I do agree that welfare fund should be created for the labourers of unorganised sectors.

Secondly, I know that the hon. Labour Minister has given a new dimension, a new direction to the labour movement and has devoted his entire life for the cause of labourers. I would like to draw his attention to such labourers who are engaged in construction of roads and national highways. They not only get less wages or bungling is practised in payment of their wages, but also fall prey to pollution caused due to emission of smoke from burning of tarcoal and bitumin which directly affect them. Thus the labourers fall

prey to a number of diseases. It is necessary to make a provision of medical care for such labourers so as to protect them. The bidi workers are found all over India. Welfare fund for them is being collected and it has accumulated to millions of rupees. The Government also takes steps for their welfare but even that is an unorganised sector. When welfare fund can be created for them, it can also be got created for such labourers. I would like to draw the attention of the hon. Minister to a complaint that the bidi workers fall prey to tuberculosis and other such diseases. The Government is not in possession of a genuine list of such labourers by means of which they are to be best helped financially. In absence of it, there is no way for its realisation and making payment to them. There are thousands of such labourers whose money is still in credit but there is none to claim it. The scheme of provision for hospital made by the Central Government is still unfulfilled. I would like to draw the attention of the Government to all these things.

I would further like to draw the attention of the hon. Minister to the fact that the migrant labourers not only shift to different States within the country, but also migrate to foreign countries. A list of labourers migrating abroad is available with the Government and welfare fund should be created for them. Rather the problems faced by them are such that labourers from our country have to face competition with the labourers from Pakistan and Bangladesh. There has been a substantial decline in their rate of wages for the past few years. Now they have to work at half the amount of wages. Therefore, problems at international level are being created for these labourers. The Central Government should pay attention to this to ensure as to how those labourers can be organised and further, that there should be no reduction in their wages in foreign countries. In this regard, there should be some agency of our country abroad so that our labourers may live there safe. There are many such labourers working there who have no job guarantee. They are thrown out of job any moment and have to return to their country. Many labourers have to return from there on

[Sh. Yogeshwar Prasad Yogesh]

meeting with an accident and becoming handicapped or else because of some threat. But no attention is paid to such labourers. My submission is that our embassies and ambassadors abroad should pay attention to all these things and see whether the labourers are being paid proper wages or not, and contribution to the fund should be made through them.

I thank the hon. Labour Minister that while discussion was in progress last time, he submitted that a lot of information regarding the labourers working in the unorganised sector has been received and there is a need to work efficiently in this regard.

With these words, I thank you for having given me the time to speak.

[English]

MR. CHAIRMAN: Before I call the next speaker, I want to bring to the notice of the House that the time allotted for the Bill will expire at 4.12 p.m. Do you want to extend the time?

SOME HON. MEMBERS: Yes, Sir. Extend it by one hour.

SHRI BASUDEB ACHARIA (Bankura): For the time being we can extend the time by one hour and if necessary, it can be extended further.

MR. CHAIRMAN: So, the time is extended by one hour. Now, Shri Basudeb Acharia.

SHRI BASUDEB ACHARIA: Mr. Chairman, Sir, I thank Mr. Balasaheb Vikhe Patil for bringing forward this Bill. Although I do not agree with all the provisions of the Bill, still I welcome the Bill. I disagree with one provision, that is, clause 4 where there is a provision for compulsory contribution from the organised workers.

16.00 hrs.

That is the main clause. Contribution from the income should be there, but not from the employees because already even in the organised sector though they are in a better position, far better position than the organised sector, the workers are also exploited. The contribution from the Central Government and the compulsory contribution from the employer is for the Welfare Fund for the 'bidi' workers, cess is collected from the employer of the 'bidi' industry, cess is collected from the tobacco industry, for the welfare of the workers. The main purpose of collection of cess is for the welfare of the workers. This type of welfare fund for the unorganised workers can be formed out of some sales-tax collected from the employer, from the industrialists, from the contractor and in this way a welfare fund can be created. It is true that the condition of unorganised sector is worse and 90% of our work force is in unorganised sector. There are about 170 million people in unorganised workers in our country. They are working in brick-kiln, in the road construction work and in other building construction work, as 'bidi' workers, as agricultural workers, as artisans in various fields, etc. There are number of laws existing in our country like the Minimum Wages Act, Payment of Workmen's Compensation Act, Migrant Labour Act, etc. There are a number of Acts. But these Acts are not implemented properly by the law enforcing agency, like the one created for enforcing the minimum wages to the workers. There is also Equal Remuneration Act which is also not implemented. Sir, the minimum wage has been fixed at Rs. 11. We do not see what the rational behind is for fixing this minimum wage of Rs. 11. Whereas in a number of States, the minimum wage is far more than what has been fixed by the Ministry of Labour in the Labour Conference. In West Bengal, it is more than Rs. 18. Even the agricultural workers get more than Rs. 20 in West Bengal. Nowhere in West Bengal it is less than Rs. 20. The agricultural workers in West Bengal get Rs. 20 or even more in 24-Parganas. In Haryana also and in Andhra Pradesh also, they get more. Whereas in

Maharashtra, it is less. In Bihar also, it was less. It was said in this House that it was previously Rs. 6 in Maharashtra. In Orissa, in Kalahandi District where I personally visited, it is less. I do not know what is given in Maharashtra now. He in this House, the former labour Minister told that it was only Rs. 6. So, the Centre has fixed the minimum wage at Rs. 11. But there is no rationale behind it because minimum wage should have been linked with poverty line. This should not be below the poverty line, it should always be above the poverty line and in this way minimum wage should be determined. So, how to strictly implement this minimum Wage Act? There are Minimum Wage Implementation officers. Though they are under the State Governments, they are not there in all development blocks. In some development blocks there are Minimum Wage Inspectors, they are to look after the implementation of the Minimum Wage Act. But when this is being violated action is not being taken against those who violate this Act. So, the law enforcing agency should be strengthened to implement the minimum wages which are not sufficient for unorganised workers.

Similarly, Sir, there are lakhs of bidi workers in our country and the employers are now adopting tactics to decentralise this industry gradually. They give tobacco the tendu leaves and the workers bring tobacco the tendu leaves to their houses and they prepare bidis there. In order to avoid some regulation and law, these tactics are now being adopted by bidi factory owners. Even the identity cards which are to be issued to the workers are not issued. There is no provident fund, they do not get even the bonus, the workers struggle, they have a vast union and they organise themselves. (Interruptions) They can fight and they get bonus. In this Bidi workers' Welfare Fund lakhs of rupees are deposited, but this amount is not properly utilised. There are some hospitals, mobile hospitals and some dispensaries. In the dispensary you don't get medicines. In my constituency in Bankura there is a dispensary for bidi workers. There is a large concentration of bidi workers there.

But the bidi workers do not get medicines from that dispensary. Even doctors are not provided in the dispensary. In Murshidabad there is a large concentration of bidi workers, say, more than 60,000 bidi workers are there in the district of Murshidabad. One Tuberculosis hospital was sanctioned in one place, in Dhulian where there is large concentration of bidi workers. Suddenly it was shifted to Aurangabad and the foundation stone was also laid four years back when the land was not acquired and now, this foundation stone has been removed, the construction of the hospital has not yet started. Then, how the foundation stone was laid, and how the decision to shift it from one place to another was taken? And if at all it was taken and if the foundation stone is laid in another place, why the construction of that Tuberculosis hospital for bidi workers has not taken place? In Dhulian there is a tuberculosis dispensary. We also suggested that the dispensary should be strengthened there. When the construction of the hospital has been shifted from Dhulian to Aurangabad, at least that dispensary should be strengthened because majority of the bidi workers, say, more than 70 per cent of the bidi workers suffer from Tuberculosis. There was a scheme for providing dwelling house for them. Three or four years back, some dwelling houses were constructed; some grants were sanctioned. Most of the beedi workers do not have their own houses. Therefore, the question as to how properly this beedi welfare fund can be utilised should be thought of. They should provide dwelling houses, medical assistance, some assistance for education of the children of the beedi workers, to provide subsidy for their ration. All this can be thought of. Proper planning is necessary for proper utilisation of the welfare fund of the beedi workers.

The conditions of agricultural labourers who come under unorganised sector though they are now organising themselves, were pitiable. They are the most exploited class. They do not have any land. They till the land and produce food for us. But they do not get food and they starve. This is the general condition of the agricultural labourers. There

[Sh. Basudeb Acharia]

is a subcommittee set up by the Labour Consultative Committee known as Gurudass Gupta Das Committee, who is a Rajya Sabha member, with Lok Sabha and Rajya Sabha Members on the committee. This committee visited a number of States. They made certain recommendations regarding implementation of minimum wage, providing subsidy for their ration food, for their shelter. The important recommendation is to implement the legislation for agricultural workers. There are a number of important recommendations. Some of them are:

Minimum Wages of agriculture workers should be revised every two years or on a rise of 50 points of the consumer price number. No. 2. minimum wages in agricultural labour should be linked to the consumer price index No. Adjustment of wages on the basis of cost of living element should not be confused with the wage revision required under section 4 of the Minimum Wages Act. Then, minimum wages should be fixed on a rational basis taking into account factors like poverty line, requirement of nutrition, shelter, clothing, fuel, medical and educational expenses etc. The minimum wages should also be fixed on a realistic assumption of the consumption unit of the family and the number of workers of the family.

The subcommittee visited various States, met agricultural workers and various people. They then made recommendations for the improvement of the conditions of rural workers, unorganised workers, and agricultural labourers.

If you want to solve the problem of rural people, particularly, agricultural workers, you are to implement law on reforms. After 41 years of independence, in our country land reforms have not been implemented. Still 40% of the land is in the hands of 5% of the people who are not peasants and who are not cultivators and who are big land-owners and industrialists. They are owing 40% of the land. If these lands are distributed

among the agricultural labourers and poor peasants, the problem of agricultural labourers can be solved. This will also help in increasing the employment potential in our country. If the land is distributed to the landless people and if they cultivate it, they will get money and the purchasing power of at least 25% of people can be increased. But, our Government is not interested in land reforms. If you can implement the land reforms and if land is distributed among the landless, the social tension which is there in the rural areas, particularly in Bihar can be removed.

Similarly, share croppers also come under unorganised workers. The registration of the names of share croppers, as has been done in West Bengal, can be followed in the other States. 13 lakh share croppers' names have been registered and recorded. They are in West Bengal and most of them are Scheduled Castes and Scheduled tribes. They are getting assistance and loan from the banks. By recording and registering their names as share croppers, their problem can also be solved. This unorganised sector like bidi workers and construction workers and contract workers are in the railway which is a big organisation. There are 22,000 coal and ash handling workers. A Committee was constituted to see whether minimum wage is being paid in respect of these workers. From steam engine. They are switching over to electric and diesel engine and these workers are engaged in coal and ash handling and loading and unloading of coal in engine. When the steam local shed is being closed down and steam locomotives are being phased out, these helpless workers, most of them belonging to Scheduled Castes and Scheduled Tribes, are being thrown out of their job because they work as contract workers though they have been doing a perennial nature of job for years together. But, it is surprising that the Contract Workers Regulation and Abolition Act does not apply to these workers. Railway are disowning them. There are thousands of contract workers in the railways who are not getting minimum wages and even bonus. So, something should be done. A Welfare

Fund is really a welcome step if a Fund is created by levying taxes on the industrialists and employers. The Central Government can contribute a major portion of the fund by levying taxes on industrialists. This fund is a short-term measure to help the unorganised workers for their welfare. But, something must be done in the form of enacting a comprehensive legislation for the agricultural workers. The Acts which are now in existence should be strictly enforced. The law-enforcing agency should be strengthened. By doing this, we can help these hapless people who are in majority, who constitute 90 per cent of the working force of our country. There are about 170 million people who are unorganised workers. If the Government wants to help them, the Government has to do something for them. Mere enacting legislation would not do, unless it is properly implemented, unless the law-enforcing agency is strengthened.

SHRI E. AYYAPU REDDY (Kurnool): Mr. Chairman, Sir, the object of this Bill is laudable. But the provisions of the Bill are hopelessly inadequate to achieve the object I am not able to understand why only the organised labour force is asked to contribute 1 per cent of its salary where the monthly income exceeds Rs. 1000. Why should the organised labour force alone bear the burden and why not every other citizen whose income is more than Rs. 1000/- per month bear the burden for the unorganised labour force? So, there seems to be something contradictory in the Bill itself. The very idea of having a labour welfare fund for the unorganised labour force to be administered by the Central Government is to help those people. The liability of the Central Government is estimated at Rs. 25 lakhs. That means four times of this amount will be Rs. one crore. Even with one crore or two crores of rupees, what welfare can you administer to the 17 million or 20 million unorganised labour force? You cannot even give five paise of relief to anyone of these unorganised labour force. But, even for administering this fund, you have to organise the unorganised labour force because without organised it, you cannot administer the fund. There

seems to be something inherently contradictory in the provisions of the Bill. But the object is laudable, as I have stated earlier. It is for the purpose of giving relief to the unorganised labour. Why should there be unorganised labour force in India even at the end of the Seventh Plan Period, my point is we have got a constitution where there are Directive Principles where the objectives of the Constitution have been stated that we must have a welfare State and not a police State; where every citizen has to be gainfully employed and every citizen has to get the minimum requirements. That at the end of the Seventh Five Year Plan Period we have got about 20 million unorganised labour force only indicates that something has gone wrong with our Planning. Our planning is based not on human resources. The essential difference between our planning and the planning which the Father of the National Babu-ji taught us is clear from the disparities and from the social, political and economic conflicts which are confronting us to day. Gandhiji wanted that we should plan on human resources, on human beings. Now we are planning in terms of material resources and material development—how much electricity to be produce; what is the industrial output; what is the agricultural output; what is the coal output; what is the steel output. You may double these outputs. You will never be in a position to usher in a Welfare State unless and until you plan on human resources. Only yesterday, in reply to a question put by me, the answer was that in the year 1988, 23.8 million live births have taken place in India. You are not planning on the human resources available in India. We know, in the beginning of 18th century and especially in the 19th century, the people from India, which used to be a Heaven or Earth, migrated to other continents for seeking jobs. Even today, the position is that hundreds of thousands of people are just waiting for a passport to go to Gulf country for the purpose of investing their labour and making a living. So far as our planning is concerned, we have forgotten the basic lesson taught by Gandhiji that first and foremost, we must plan on our human resources and then try to develop this country. Now last

[Sh. E. Ayyapu Reddy]

time, when the Resolution put by Shri Thampan Thomas came up that the right of employment must be incorporated into the Fundamental Rights, I attempted to analyse how is it possible to provide employment to every person in India. For instance, what is the manpower required for our agricultural sector. Every one of you will agree with me that at least we require 20 per cent of our manpower resources to man our agriculture. At least 20 per cent. It is true that in some States, wages of agricultural labourers are low. But in some other States like Punjab, Haryana and Andhra, there is a scarcity of labour during the harvesting season. We do not get a labour there even for Rs. 20. Even for cotton picking, we do not get a child for Rs.10 or Rs. 15. There is some sort of disparity in this. If we carefully plan, we do require at least twenty per cent of our population to man our agriculture, to look to our agriculture.

Then we have got the gigantic problem of education, educating thousands of children. As I stated, the reply given yesterday was that 23.5 million live births have taken place in 1988. And the school-going children will not be less than five crore or ten crores. This is about primary education itself. In the *Directive Principles* itself you have stated that up to 14 years, there should be compulsory education. Even if we try to give compulsory education at the primary level, how many teachers do we require for manning our primary and elementary schools. You will agree with me that we will be requiring at least ten per cent of our population to look after our educational needs. Then you require another fifteen per cent to look after our health needs. So, 20 per cent, 10 per cent and 15 per cent, that is 45 per cent of our people will be required to look after our agriculture, our health and our education. Then what about our industries and other services? Therefore, if we plan properly on our human resources, there will not be any need for unemployment. We can certainly give gainful employment. There are huge projects to be taken up. Multi-purpose river

projects are there. All the water resources of Brahmaputra are going waste. Similarly, the entire Godavari itself is going into the sea. You are not able to make use of 70% of Godavari water. The precious water resources are going waste.

Therefore, what I am trying to submit is that these problems cannot be looked into in isolation. Unorganised labour; what shall we do? Anti poverty programmes; what shall we do? Doing some tinkering here and there would not solve the problem.

In fact, as the Chairman of the Public Accounts Committee, I had occasion to evaluate the implementation of IRDP, NREP and all the anti-poverty programmes. The Committee has given a report. One of the recommendations made by the Committee is to have an integrated approach to the village development. Unorganised labour can be divided into two classes—unorganised labour in villages and unorganised labour which is migrated to the towns and are living there doing some job in an industry or somewhere else. The disparity between rural and urban economy has grown up. There is any amount of necessity to bring down the disparity in the incomes of the urban elite and urban population and the rural population.

Only today I was reading how Israel has tackled the problem of unemployment. There they have organised themselves into kibbutz, much better than communes. The way in which they have done it is exemplary.

Here, what is the basic problem and how we look at the basic problem? We had some sort of village republics. In India republics were there. Most of the time the artisans used to have their full work. There was an organised way of life even in agriculture based societies. In villages they were functioning very much in a beautifully organised manner. The artisans were divided and everyone had his work. Now we have destroyed that system. Therefore it is quite essential that we must go back again and re-examine the basic approach to planning.

Even in the 8th Plan we have not thought about this. Though it has been stated *Bekari Hatao* which has been the slogan adopted by the Congress organisation at Avadi, how are you going about it? How are you trying to do this? Simply because you have levied surcharge of 8% which has been challenged by Mr. Nani Phalkiwala as unconstitutional- for the purpose of raising Rs. 500 crores for providing employment, it would not solve the problem. I think this is a very half-hearted method. I don't know whether it would be valid constitutionally or not, that cannot be the proper approach. If you want *Bekari Hatao* willy nilly India has to organise itself on the Gandhian methods and principles.

We say that even after the end of the 7th Plan we require some sort of a charitable fund. Welfare Fund is nothing more than a charitable fund. How much and to what extent can you give this charity for millions of people? Is it possible to give charity and endowments unless they are able to stand on their own? So now it is essential that we have to organise. We have to organise in every aspect of life. We have to computerise the requirements of every family even for the purpose of implementing the rural employment and anti-poverty programmes. Now in this advanced age it will not be difficult for us to have a population count and also a proper computerisation of the requirement of every taluk, every village, every block, every district and every State. After having done that it is quite essential that they should be reorganised and disparities which are existing now have to be reduced by some sort of legislation and every citizen must be given some sort of employment or identity with some useful productive nation-building activity otherwise we will not be able to provide any type of relief. The types of reliefs which we are now trying to provide by way of anti-poverty programmes will not help us.

SHRI CHINTAMANI JENA (Balasore): Mr. Chairman, Sir, I am very grateful to you for having allowed me to participate in this very important, useful and timely Bill brought by my hon. friend, Shri Balasaheb Vikhe

Patil. Mr. Patil has provided us an opportunity to think about those un-organised brethren for whom our Prime Minister and also the Labour Ministry are formulating so many schemes and programmes though I have my own doubts about the proper implementation of those schemes and programmes.

Although the Bill which has been moved by my friend Shri Patil is a very useful one yet I have my doubts about the implementation of this Bill. Now he has suggested that 1 per cent of the organised workers' emoluments should be contributed towards our brethren who are in the un-organised sector and nobody is there to look after their welfare. It is a very pious intention, no doubt. I fully agree with it. Sir, you are from Maharashtra which is industrially very prosperous but what is happening there even. In the 'bhavishya nidhi' the employers are to make matching 50 per cent contribution. The organised workers are paying their share but the employers are not depositing the same in the 'bhavishya nidhi' and, as such, those workers are not being benefited. Huge amounts are being collected but being invested for their own purpose. They are getting benefit out of it. Particularly they are benefited and not the persons who are contributing. So even if they pay 1 per cent for their brethren who are neglected and un-organised yet I doubt whether those employers will utilise it for the welfare of the un-organised workers. This is one defect.

The second thing is how can you identify the unorganised workers. There are so many types of unorganised workers like house-wives, rural artisans, domestic servants, handloom workers, etc. So many millions of un-organised workers are there besides agricultural labourers. There would be difficulty to identify them. Tomorrow I say that I am an un-organised worker. Who can deny it? So this is another factor which should be thought of. Identification would be a big problem. In these sectors, you will find that more than 60 per cent are unorganised female workers and it is difficult to identify them. I, therefore, doubt very much whether it will be practicable to implement it.

[Sh. Chintamani Jena]

Three years back, when some renovation of the Parliament House was going on, I met some workers. When they were speaking among themselves, I identified them. They were from my State. I talked to them and come to know that everyone of them was brought by the middleman. The middleman was taking some amount as commission from their wages and paid much less to them. That is another difficulty. This is happening not only here but everywhere else in the country. The unorganised workers do not know about the rules and regulations, acts and the benefits available to them because of their illiteracy, ignorance and due to so many other factors. Even if this very useful Bill is passed, I doubt very much whether it will benefit them at all.

Leave aside the private employers. Even in the Railways, the minimum wages are not being paid properly. My good friend, Mr. Basudeb Acharia, was telling about his State successfully implementing the Land Reforms Act. I fully agree with him. But has it benefited the tillers of the land or the tenants? I doubt very much about its proper implementation as the agricultural workers, who are employed, are not getting the approved rates of minimum wages. This is happening even in the cooperative sector and private and public sectors. The Railways have a provision that minimum wages should be paid to the casual labourers. But actually, they are not being paid. The wages differ from place to place. If a particular person is getting a certain amount of wages in West Bengal, the same worker, while working in Orissa, is getting much less. These are the factors which have to be taken into account. In West Bengal, even if the land reform laws are implemented quite successfully, perhaps he does not know that the labourers, especially agricultural labourers, are not getting minimum wages from the employers or the landowners.

The laws relating to minimum wages are passed by the Central Government. Many of the State Governments have also

passed useful laws concerning the minimum wages. But they are not being implemented because there is no inspection to know whether such laws are being properly implemented or not. Minimum wages are covered under the 20-point programme announced by our Prime Minister Shri Rajiv Gandhi and late Prime-Minister Shrimati Indira Gandhi. So, it has to be looked into by the Union Government whether this programme is being implemented properly or not. But that is not being done. I suggest that there should be a provision for appointment of rural labour inspectors to see that the laws about minimum wages are properly implemented.

Going out of the way, I submit that the hon. Minister is very competent and also very sympathetic towards the labourers. I would only bring to his notice that in the State of Orissa they have appointed only 65 Rural Labour Inspectors (RLI) for the entire State having 314 Blocks and with a population of 3 crores. In such a State only 65 inspectors are appointed to look after the Minimum Wages Act as to whether it is properly implemented or not. Recently, they had a provision that this will be reviewed as to whether the Act is implemented properly or not. In the month of August 1988, they reviewed. 42,578 cases were reviewed out of which in 36042 cases these were deviations. The Act is not implemented properly. There were violations. How can you expect that only 65 persons can look after this work? So, the State Government requested to Centre to appoint at least one rural labour Inspector for each block i.e., 314 inspectors had to be appointed. It was the proposal of the State Government. It is still pending with the Centre. If we enact any useful Bill and if we could not look to the implementation part of it, then what is the use of passing the Bill? Follow up action is also not being taken. In this particular case, I request the hon. Minister to kindly see that these rural labour inspectors are appointed one for each block. Our Government, especially our Prime Minister very much keen that these unorganised labourers should be given their dues and proper justice. Mr. Ayyappa Reddy was just now telling that he has given the programme

for 'Beikaari Hatao' workers and how it can be implemented. I will tell him that till today nobody has thought about that. Even then Government which was ruling the centre from 1977-80 did not think of it. But it is our Prime Minister, Shri Rajiv Gandhi, who has serious thought about the matter. He has given this programme and we should strive hard so that unemployment is eradicated from our country for which he has proposed so many schemes. My good friend, Mr. Acharia was talking about RLEGP, NREP and so many thing. But does he know that these programmes are not properly implemented in his State also? The work is provided to certain contractors and there is a provision that it will be implemented through village committees. Suppose I am getting work from the Block and execute the work but I do not pay them the minimum wages. Then how can it be implemented? The Centre, under the leadership of our beloved Prime Minister, is providing so many useful schemes which are to be implemented in the States but if the States cannot look after it, cannot see to its proper implementation, then how can it be successful, even if it is criticised? What is happening with regard to the implementation of RLEGP, IRDP, DRDA and other programmes in his State? He may kindly go round his area and see whether there are also middlemen who are getting money out of these programmes.

While we are providing some welfare measures for the unorganised workers, we must also see that those who are unskilled should be trained; some institutions should be established in the rural areas to make them skilled workers so that they may earn more to maintain their livelihood and their family. I request the hon. Minister to consider this suggestion very seriously, so that this type of labourers for whom nothing is there, may get some more benefit through training and become skilled workers.

What is happening in Delhi and other areas where labourers are brought from outside the State, from distant places, from rural and interior areas. They also do not get proper wages and no welfare measures are

being provided for them. Their shelter and health needs are not taken care of.

Though my good friend, the mover of this Bill has brought forward this Bill with pious intentions, I doubt whether it can be implemented. Therefore, the hon. Minister may kindly seriously think of bringing forward an elaborate Bill at least before the term of this Lok Sabha ends, so that if we pass this Bill, our successors may implement it.

In view of this, I request my good friend to withdraw this Bill because this cannot be implemented whatever pious intentions he may have.

With these words, I conclude.

SHRI SHANTARAM NAIK (Panaji): Mr. Chairman, Sir, like my other colleagues, I certainly appreciate the laudable object of our colleague, Shri Balasaheb Vikhe Patil in introducing the present Bill. Although the object is laudable, how far is this Bill in reality practicable or how far Clause 4, specially, is desirable? That has to be seen and examined.

In fact, our Constitution, item 24 in the Concurrent List provides:

"Welfare of labour including conditions of work, provident funds, employers' liability, workmen's compensation, invalidity and old age pensions and maternity benefits."

This is a special subject specifically for welfare of labourers which has been included in the Concurrent List. It means that the burden for welfare of labourers has been cast on both the State and the Centre by the Constitution. Again, there is another provision, namely Article 43, which is a Directive Principle and which states:

"The State shall endeavour to secure, by suitable legislation or economic organisation or in any other way to all workers, agricultural, industrial or oth-

[Sh. Shantaram Nalk]

erwise work, a living wage, conditions of work ensuring a decent standard of the life and full enjoyment of leisure and social and cultural opportunities and, in particular, the State shall endeavour to promote cottage industries on an individual or co-operative basis in rural areas."

Therefore, Mr. Chairman, Sir, the welfare of the labours has been given considerable importance in our Constitution as a result of which the Centre as well as State Government have enacted a number of legislations, framed rules and chalked out schemes for this purpose.

Mr. Ayyappu Reddy while speaking about the employment, rather ridiculed the Central Government for not fulfilling the aspirations of people so far as employment is concerned. As of today, no political party would blame only the Central Government for this. It is the problem which concerns everybody. He gave the example of Israel and said how Israel has solved this problem. Shri Harish Rawat rightly pointed out to him that Israel is equivalent to his constituency. So, it seems that those who speak like this fail to understand the geographical problems faced by our country. They speak as if they do not know the magnitude of the problems faced by our country, or about the resource constraints that the country faces. They just happen to rule one part of the country where they are utter failures. Very irresponsibly they make statements. We would have agreed with them if within a short period of 4 or 5 years their party in Andhra Pradesh would have been successful in solving the problem of unemployment. That would have been a defeat for us. But they could not do it. Their Chief Minister is just busy in producing films like, the Brahminitra or the Vishvamitra which will have a number of kissing scenes. I have heard that one young lady by the name Mandakini is going to be the heroine of the film. I pity that poor lady who will have to confer so many kisses. What I am trying to say is that those

who are at the helm of affairs in Andhra Pradesh they have nothing serious thing to do and they are thinking of producing films which will create 'mafia' activities in the studios. Are they the people who are responsible for solving the problems of the people and alleviating the poverty to the extent possible? It is very surprising.

Shri Balasaheb Vikhe Patil expressed his concern over the unorganised labour. I do not know how far it is practicable, but if at all it is practicable then let the employer of the unorganised labour contribute for them. But that should not be the part of the wages of the labourers; rather that should be the amount which he would have otherwise not paid as wages.

17.00 hrs.

If at all there should be some contribution to mitigate the sufferings of the unorganised labour, it must be from the employers of the organised labour. The main question is that somehow this discrepancy has to be removed. As far as my territory Goa is concerned, you will be surprised to see that we do not have such problems. Our wages today are not less than Rs. 30 a day. Even if you offer Rs. 30, you will not get labour unless you have well planned your work about seven days in advance. Then alone, you can get labourers to do the work.

Of course, this does not mean that problems of unorganised labour do not as such exist. In several parts of the country, wages are considerably low. It is quite true. But one aspect has to be considered. When Shri Patil's Bill seeks to have this remedy by way of contribution by organised labour to unorganised labour, what does it mean ultimately? Ultimately, we accept our failure in implementing the Minimum Wages Act and because we are not able to implement the law properly, we ask the organised labour to contribute. This is not at all correct. Those who are supposed to pay minimum wages to the labourers should be made to contribute. Let our law to pay minimum wages be implemented strictly. I have hardly seen any

prosecutions in connection with minimum wages. Even when there are prosecutions, one does not know whether they are successful or not or whether they are in favour of the labourers or not. Implementation of Minimum Wages Act is one very important aspect which would help to bring the unorganised labour at par with the organised labour.

At the same time, there are certain side issues which are also equally important. We must try to ensure that the wages earned by the organised or the unorganised labour are well-spent or properly served. Today, in our society several superstitious beliefs prevail. The labourers, organised or unorganised, spend a lot of money on superstitious things. For example, if they are told to do some *pooja*, which has nothing to do with religion, they would spend Rs. 500 or even Rs. 2000 on that *pooja*. Sometimes they go to the extent of even taking loans and spend the money on such superstitious beliefs. Even when they suffer from some illness, they do not go to the doctors. Instead, they resort to some *jadu-tona* and spend a lot of money unnecessarily. This way, their income gets reduced indirectly. Here also we have to do something to create awareness among the illiterate labourers so that the money earned by them is saved or spent properly. In this connection, we have to do something concrete in the field of adult education. I say this because merely by paying them money, we will not be able to elevate their standard of living. It is money coupled with a dose of education which is going to achieve the welfare of our labourers ultimately.

We do have adult literacy programmes in our villages. But it is often seen that these programmes are very far from satisfactory. The officers or the employees who are in charge of these programmes draw some statistics and show to the authorities that they have achieved the targets. But the fact is that they do not achieve any targets whatsoever. Neither do they spread literacy amongst the labourers. In fact, literacy programmes should not only involve day to day academic courses, but the labourers must

also be told about the labour laws in the country. It is not difficult to explain labour laws to the labourers. They are not so complicated. In simple words, the labour laws can be explained to them as to what are their rights; what wages should be given to the different kinds of labourers; what wages are they entitled to have; and what course is open to them in case the wages are not paid to them. If these things are explained to them by way of literacy programmes then I think we will achieve the results. These days it is being said that agricultural and other labourers are getting themselves organised. May be they would have found some leader like Shri Tikait ! But they are not really interested in the welfare of the labourers. Recently the labourers had brought to Delhi their leader for solving their problems, rather I think to have a confrontation with the Government by showing the strength of Tikait. This is the attitude of the newly born leaders of the labourers. These are not the type of organised labourers which one can conceive of. There is no doubt that they must get themselves organised for the purpose of demanding their rights. They are entitled to have an association as per the Constitution as everyone has. But if somebody by just dragging them out from their fields and then bringing them to the Capital just to show the strength is not going to achieve anything.

Another aspect which is linked with the welfare of the labourers is the land reforms. In our country although the aspect of land reforms had been included in the 20 point programme of the Government yet we have seen that Government somehow feels that if cases are pending in courts with respect to land reforms, they are helpless. Until the courts decide about the cases, they will not be able to do anything. This is a wrong approach in my humble opinion. First of all if cases are pending for quite a long time, the State Governments in their High Courts and the Central Government in the Supreme Court can through their Attorneys or lawyers ask the courts to expedite the matter. So priority should be given to such cases. We have seen cases pertaining to industrialists or other high class people are getting expe-

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dited. They are also given some interim relief. On the other hand the cases pertaining to land reforms which are pending for years together—I have been pleading with the Central Government here also the Central Government should, through their attorney, make a list of all the cases and tell the courts that these are the matters which should be decided by courts within a month or so, so that relief is obtained.

Secondly, if the Government feels that nothing can be done urgently, then kindly see as to what are the flaws in the Bill and if there are any, correct them and implement them, rather than waiting for long years.

So far as land reform is concerned, I think the Government has to play an important role. By doing so, the potential regarding employment can also be increased.

Lastly, I would like to submit that although the object of my colleague Shri Patilji is very laudable, I think the Government has to apply its mind to it. Principles have been stated. Members have expressed their concern that unorganised labourers have to be looked after and they must get their due. This message has gone to the Government and now the Government has to see as to how far these objectives can be achieved.

MR. CHAIRMAN: Shall we extend the time by one hour?

SOME HON. MEMBERS: Yes.

MR. CHAIRMAN: Now, Mr. Piyus Tiraky.

SHRI PIYUSH TIRAKY (Alipurduars): This Bill, moved by my good friend, Mr. Balasaheb Vikhe Patil is praiseworthy. He has tried to provide for some good things for the unorganized labour. He has tried his best to bring forth his ideas on how to bring the unorganized labour, which is a big force, within the mainstream of the Indian public in general.

This is the duty of the Government, much more of the Union Government, because in Free India, we have already stated in the Fundamental Rights that every one will have equal rights in all spheres of life and activities. So, the present position is a challenge to the Fundamental Rights themselves. How are we dealing with this problem? What can be the difficulty before the Government if it really wills to organize the people? We have organized our administrative set-up: we have villages, we have blocks, sub-divisions and districts. What difficulty is the Government facing in organizing these unorganized labourers? If Government sends a circular to the block level administrative authorities, the latter can easily inform how many unorganized labourers, agricultural labourers or other workers are there—who are landless and who are looking for jobs. You can immediately, within a month, get the figures from all over India, if every block works out how many surplus labourers are there in its area. Only then can Government come forward with a comprehensive Bill on how to get these people employed somewhere, and enable them to live as human beings.

In Free India, the policy of the Government has not been clear. I feel that the policy of the Government is the survival of the fittest. Our administration, whether at the block, sub-divisional, district, State or all—India level is protecting the affluent people, big people in the block and village levels also. What is the Police doing? It is protecting the interests of the big zamindars and the affluent persons. Nobody is listening to the poor, not to speak of the landless or unorganized labour. This is going on. If government is serious, it is not difficult for it to give them jobs and organize them. We have a number of development works at the block level also. If a certain block has got, say, 100 or 200 workers who have got no work or land or certainty of employment, can we not do something about it? If any block has a surplus labour force, it can put them to work in another block where there is shortage of labour. Thereby, you can remove this menace of unemployment from India, about

which we should be ashamed. Our living standards are very low. We are among the poorest nations in the world. If this situation continues, and nobody from the Central Government comes up with a comprehensive legislation, then the present situation will continue to be there even after 100 years. So, in the policy of the Government itself, protection should be given to the poor.

Not for the affluent like what is going on just now. We are protecting the industrialists, the moneyed people, the shopkeepers, the black marketeers and also the contractors.

Where our administrative people working? Can you ask them how many people of this block or that block have been without food for months together, for weeks together? They are moving here and there without any work. When do these people count for us?

These people count only when elections come; when elections come, we make so many promises to them; we distribute sarees, rice and so many other things among them; we also make promises that we will open more schools for their children and get jobs for them. We try to please them, so that they should cast their votes in our favour. We speak so many things in the Parliament for their development. If the Government is not sincere in helping them, then it is impossible for us to get along with these people.

Now I will speak about their illiteracy and how to absorb them. We have figures also. The Minister of Human Resource Development should have come, because it is related to him; it is not directly related to the Labour Minister. They are the people responsible for this. What is human power? We have neglected this human power. We are thinking about some big industrialists. We also think where to get money from, or where to get land, and for whom. The number of unorganised people, unemployed people, even the educated unemployed people, is increasing day by day. It is about

30 crore, which is mentioned in the Employment Exchange Register itself. We are only just touching the fringe; we are not doing anything to solve that problem. But this menace of unemployment is growing in India. The Government is not sincere about it. The ruling-party thinks about them just before the election and provides them some sort of relief so that they cast their votes in their favour and the elected representatives speak for their development in the Parliament. They just do it only before the elections; they do not want to go in this direction in a systematic way so that their problems can be solved permanently. So, this policy should be changed and a comprehensive Bill should be brought forward.

All Indians, who are born in India, have equal rights to live as human beings, and not as beggars. They should see that a majority of them live as human beings and not as beggars. All the people who live in Jhuggies-Jhompris are to work as domestic servants and do other jobs; and they carry a number of diseases. When these people work as domestic servants in the houses of the affluent people, they carry a number of diseases with the result that the affluent people are also affected by them. So, if that section of the people is not safe, not properly treated, not properly clothed, and not given proper education, then the condition of the affluent people will also go down; and the number of diseases will also go on increasing day by day. So, if India is to prosper, these people have to be looked after as human beings; not only that, their education, their housing problem, their food, everything has to be looked after properly.

I have seen it in Delhi. Before election, all the colonies where these people live get all the facilities temporarily. Since you have come here in the Parliament, because they have voted you to power, is it not your duty to see that they also enjoy equal rights and live like human beings? All these people must be free, and they should feel as free Indians. They should get all chances, equal chances along with all others and their children should also be given opportunity to

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come to occupy offices like a general manager and other offices also. They should be able to manage. They have got all sorts of knowledge. But they are not getting the opportunities.

I come to schooling. Those who have got money only get the schooling. In Delhi you can see the experience. People are coming to Members for recommendations to get their children admitted to English medium schools or Central Schools. But what do the general people get? No education at all! The majority of people have no education at all. This is the policy of the Government which is being followed now. So, this policy is totally faulty and it is based on wrong notions. All human beings in India should have equal rights and equal opportunities. I request the Union Government to ensure that all people get equal opportunities. You are perhaps looking after the districts, the entire India. We are speaking here as Members and the Government has to go to do its duty. Just now the Minister will be forced to say that because unrest is there all over India in the tribal belt, amongst the Scheduled Castes and Tribes and in many other people have started thinking or asking what Independence exactly means.

We have read in history that four Ashrams were there and some sections of the people should remain slaves to serve others. This exactly is the problem and the policy pursued by the Government must change.

We need literacy. How to absorb those people? I am coming back to it. In every block you find them. You can count the number of children in the primary schools, or how many are needed to man a primary school. You can employ a number of people there also. About health care also, you can see how many men and women are needed for health care. You can have a programme to absorb them for health care. Roads, bridges, canals, and many sorts of works are there which are needed. What is the scheme

in the Five Year Plans? Why are we getting Thekedars from outside? Why do we not get these people for the same work which they are doing in their States or blocks? But they should also do the work in other blocks and areas also.

It can be estimated as to how much food is required for every block, how much clothing is required for every block, how much milk is required for every block, and how much of cereals are needed for the block. Can you not manage and have a scheme to get all the things which are needed in the block itself?

You are storing things in the godowns. The Food Corporation of India has got foodgrains in their godowns, floods and droughts are coming every now and then. And What is happening? Quite a good percentage of the stored foodgrains are either spoiled or stolen. The menace of middlemen also is always there everywhere. So, if you are sincere you should do something about it.

Sir, the Prime Minister has rightly said that the schemes should come from the block level. What are the schemes? I have just mentioned that these should be the schemes. The schemes of the Blocks must be procured there; they must produce these themselves, if possible. If this is done, then I am sure that all the Blocks within a year will come up and they can solve the problem. We cannot save it from Delhi. But you should have the intention for doing that. The interest of the poor labourers, lower class, unemployed men and women, unorganised labour and agricultural labourers should be protected by your administration. Why don't you ask the Block level Officers to register the names of those who are unemployed agricultural labourers? You ask them to register the names. You ask all the people who are in the forefront of any project to get the labour from there and inform them that these are the terms and conditions. So, if the Government is sincere, it is not difficult for the Government, to do it.

Sir, I once again warn this Government, don't try to have vote catching slogans. You have organised Nehru Centenary Run all over India. Why can't you organise these unorganised poor labourers who have equal right to live as Indians? When you can organise India Festival with pomp and show, why can't you organise these things? So, it is not difficult for the Government to do it if the Government is sincere. (Interruptions)

[Translation]

THE MINISTER OF LABOUR (SHRI BINDESHWARI DUBEY): It seems that you do not know the difference between the two. You are not aware of the magnitude of the problem.

[English]

SHRI PIYUSH TIRAKY: You have got a capacity to organise these things. That is why I am praising you. Why don't you show your capacity in organising these things? That is my question.

Sir, the Government do not like to organise these people. These poor people also should enjoy the freedom. all the big people, *Thekedars*, industrialists and *kala bazaris* are enjoying the freedom in India when those who have built India are suffering daily.

Sir, the Government should think over it seriously. I hope, the Labour Minister who has come from Bihar where exploitation is going on very much, will think over it and bring a comprehensive Bill so that these people also enjoy the freedom, which we have got in 1947.

[Translation]

SHRI K.D. SULTANPURI (Simla): Mr. Chairman, Sir, I congratulate Shri Bala-sahel Vikhe Patil for introducing the Unorganised Labour Bill which provided opportunity to express views on it. The names of the unemployed people have been registered in Employment Exchanges all over India. their

number is quite high. These unorganised labours lead a life of unemployment at very place. In this regard, I would like to submit that the hon. Member has made a good proposal through which a policy for the welfare of the unorganised labourers may be formulated by requesting the State Governments and the Central Government to collect funds for this. I would also like to suggest that our Government should encourage afforestation. In this regard, I feel that the unemployed youths should be recruited on the lines of army recruitment. They should be recruited from the panchayat level to the State level. The funds allocated to the State Governments for afforestation should be spent properly so that these unemployed youths may get jobs and green revolution may also come in the field of forests. The Central Government should consider this because afforestation should be introduced at places where forests have been denuded. The number of unemployed women, especially in the villages, is quite high. They work for cattle for the whole day but do not get adequate wages for their labour. The scarcity of land has also been mentioned here. During her tenure as our Hon. Prime Minister, Shrimati Indira Gandhi had formulated 20 point programme which consisted of a point to make the poor as the owners of land. With the help of that, a number of poor people received land but at many places, people got 'pattas' of land but not its actual possession in time. a number of people are still landless and work on the land of others. The Government has not taken any step for them. If the Government wants to take steps for the progress of the poor, it should introduce a legislation to take the land from the rich capitalists who are also in Government service, and distribute it among the poor who work on that land and do not even get adequate wages for their labour. The hon. Members of Opposition move that this is an election stunt and whenever we say something to this regard, they submit that this has been done viewing the forthcoming elections. It is not so. It is the Congress Party which has made efforts to uplift the poor and give the rights of villagers to them. There are parties which claim that they have exempted

[Sh. K.D. Sultanpuri]

the people from debts. It has happened in some of the States, the Government has exempted those who do not want to repay the loan. In my opinion, this is a crime. The people who are on the verge of starvation have not been given any relief. the rich landlords, who exploit the poor, have been exempted from repayment of loans. In reply to a question, the hon. Minister of Finance stated today that transactions of the big business houses in India with the Banks are not proper. Why don't you provide facilities to the poor, who always maintain their transactions with the Banks properly. Those who live below the poverty line will never be dishonest and they will repay them amount of the loan outstanding against them. Efforts should be made to solve the problem of unorganised labourers. They should be provided jobs at Panchayat level. As Shri Patil said, to live their life properly they should deposit some money. The situation of bonded labourers in our country is very bad. A large number of unorganised labourers from Bihar and Orissa come to out state and they are paid very low wages. Firstly with a view to ascertain the number of the people, it becomes the duty of the State Governments to register those people who migrate to other States for seeking jobs there. Secondly, a large number of our labourers migrate to other countries like Dubai etc. where they are exploited. The Government of India should bring a Bill to stop this exploitation of Indian labourers in the country and outside. They can be provided employment in public undertakings and other industries. But opposition parties instigate them for taking recourse to agitations and let them work. Production suffers a setback and the labourers go jobless. After that, these people aene that the number of unemployed in the country is rising and that the Government is doing nothing in this regard. I fail to understand as to why these people want to take the labourers on a wrong path and want the production of the country to hamper. I have seen many factories where the labourers are exploited by owners and by the people of opposition parties. They

are asked 'simply' to donate money and nothing is done for them. The hon. M.Ps. from Maharashtra are sitting here. They might be knowing as to how the labourers are exploited in Maharashtra by the industrialists. I would like to submit that in the country only the Congress Party has made efforts to improve the condition of the labourers. During the Bombay session, the Congress Party took many decisions in favour of the labourers. It was decided to employ them in sick units so that they may have some relief. They were unemployed for the last four years. Today also poor people are being exploited by many industrialists in the country. Our Government has always helped the poor and in future it will continue to do so. I would like to suggest the Government through you that the retirement age in Government jobs should be decreased to 55 years from 58 years as has been done in the case of voting age which has been reduced from 21 to 18 years. No one should be given extension on any grounds beyond 55 years. Now-a-days extension is given even after 58 years. This will help us in solving the problem of unemployment as there will be more vacancies and we can recruit people for those posts. A wrong feeling is growing among the people. The government employees organise themselves by forming unions and create problems for the Government. Instead of doing her duties, they waste their time in other things. We have given them two holidays in a week, Saturday and Sunday. But it does not in any way benefit the farmer or the poor in the villages. They do not get cash assistance in time. But the Government employee gets his full salary even though he is sitting at home or he is on leave. It may be any Government, they start shouting slogans against it and then Members of opposition party say that the poor people are being exploited. I would urge the Government to decrease the retirement age to 55 years so that the village youths may get a job and an opportunity to come to the cities.

A village boy can never get more than third division marks even after his best efforts because he does not get all the facilities to fetch good marks. As Shri Patil said, a

person can give education to his children if he has some money. Today village students are not getting more than third division marks. They can not succeed when they have to face tough competition with other boys. Even in the case first divisioners, the one who gets the highest marks is selected for the job. They do not get employment in the Bank. They are not taken as peons or as casual labourers. There is no job available to the villagers. People living in hilly areas are facing even more worse a situation. There are no arrangements for marketing of their produce they are cheated by the middlemen who are sitting in the Azad Market, and who do not let them have the remunerative price of their crops. There is no auction in the morning. In the evening, these brokers fix the rate among them-selves. This situation is faced by all of us living in hilly areas of Garhwal, of Himachal Pradesh of Jammu-Kashmir. These brokers are exploiting us. I would request the Government to take some steps to check this exploitation.

Mr. chairman, Sir, there is some Government undertaking or industry in every State. But Himachal Pradesh has been deprived of this facility. A few days ago, a railway coach manufacturing factory has been sanctioned to set up in Punjab. But nothing has been done in my State. I demand from the Government to set up an ordinance factory at Solan district in Himachal Pradesh, survey for that has already been conducted. There are about 11 factories in U.P. I, therefore, request that the hilly areas should be paid special attention. Acute poverty is prevailing there. There is not much scope for farming also. Production of foodgrains is not adequate to what is needed. The people of the state get some money and thus strengthen then their economic condition from the production of apples and stone fruits.

Mr. Chairman, Sir, land should be given to the landless labourers so that they may have a feeling that they belong to this Nation. Land was distributed in my State and in other States as well when Shrimati Indira Gandhi, was the Prime Minister of the country. The

States should be instructed to provide the actual possession of the land, the Patta for which was given by the Government.

I would like to say that there should be more expansion to industrialization and such people should be absorbed there who are committed to strengthen the economic condition of the country. I.T. I.s. should be set up where such institutions do not exist. The I.T.I.s. trained boy should be absorbed in jobs. In I.T.I.s. boys should be imparted training which is needed in the industries to be set in the area. A programme should be evolved in this country wherein all the I.T.I. trained boys may be employed. The 20 point programme has long process. While addressing a rally of farmers, Hon. Prime Minister has stated that the farmer gets rupees one when we release Rs. 6.00 from here, and Rs. 5.00 are pocketed by the people in middle of the process. He said that the people in villages get the actual amount. For this, we should strengthen the Panchayat system. It is in the interest of the country to provide more powers to panchayats because unemployment in villages can only be removed through them. Besides, both the organised as well as unorganised labourers should get benefit from it.

There programmes should be implemented in such a way that the panchayats may get funds. The State Government should also pay special attention and see that the funds should be given to panchayats only and those people should get employment through panchayats.

As regards the education, the poor children get education in ordinary schools and rich children study in costly schools but the common people are not being benefited by this education policy. Our Hon. Prime Minister has made arrangements for opening Navodayas Schools in every district and of course some people have been benefited but there also admissions are given on approach basis. A proper monitoring of this should be done to know the actual number of the children of unorganised labour studying in these schools. In this regard the Govern-

[Sh. K.D. Sultanpuri]

ment will have to take steps to streamline the procedure so that people may utilise this opportunity.

Free education should be imparted to the poor and it should be ensured that teachers are there. At present teachers do not go to the schools meant for poor children. No doubt, the Government have formulated programmes to educate the poor but they should ensure that all the men and women who are illiterate should get education, they should know their rights because at present a lot of money is being wasted. We should look into this matter. Although this matter is not covered under this legislation but it has been stated in clause 4 of this Bill that the unorganised labour should also be charged and it is not wrong. They should be charged. In act persons belonging to legal profession interpret the law, as it suits them. They advocate their cause.

It would be better if the contributions made by unorganised labourers are credited to this fund as a result of which their capital will grow and the poor people would derive benefit otherwise amount would be pocketed by the persons belonging to the opposition.

I congratulate Mr. Vikhe Patil for moving a good Bill and I fully support this Bill. He has mentioned Mr. Dubey as an experienced leader and who has been associated with labour problems and has devoted his entire energy and vigour for the welfare of labourers. Therefore if there are some drawbacks in this Bill, the Government should introduce a comprehensive Bill and make such provisions to punish those people who incite the labourers without any justification and put hindrances in the way of production and harm the country.

The leaders who make false promises to the labourers by giving them assurances that their salaries would be increased but nothing is done. On the contrary, the money is pocketed by them. At present Mr. Datta

Samant is not here in the House but his friends are very well aware of his activities. So our Government should take decision about such people who create misunderstanding and spoil the peaceful atmosphere. The people should be provided with relief as advocated by Shri Patil. I congratulate him for moving this Bill and hope that the hon. Minister will pay attention to it and will take necessary action to implement the provisions envisaged in the Bill.

SHRI MANOJ PANDEY (Bettiah): Mr. Chairman, Sir, it is a matter of great pleasure that Mr. Patil has moved a very nice proposal regarding the creation of a welfare fund for unorganised labour. The spirit behind this proposal is more nice than the proposal itself. Through this Motion Shri Patil has made a good beginning. I would like to give some suggestions in respect of unorganised labour of rural areas.

Sir, even now the farmer is the biggest employers in rural areas. In so far as the question of unorganised labourers is concerned, census of farmers who employ unorganised labourers is carried out after every ten years so as to ascertain the number of farmers and agricultural labourers and total population of a particular village. A sum of millions and billions is spent on this account. No registration is made as to what is the number of farmer families living in panchayats of a block. If such a record is maintained in every block office, it will make the task easier. It will also not involve much expenditure. On the pattern of death and birth registration, a record should be maintained which should include number of farmer families, their names and areas of land under their possession etc., it will prove beneficial. As it is, details of land are kept in the block office, but no record is available with regard to the benami land.

Besides, it would be more useful if information about production in a particular land is also made available as some land gives two crops and some give three crops in a year. Good crops are taken from the land where irrigation facilities are available.

Therefore it would be better if land is categorised on the basis of irrigational facilities available. After collecting all the information, number of unorganised labourers working on the farms may be worked out. After this it will make our job easier in finding out all the names. I would like to quote an example. Paddy and wheat are the two crops which are grown all over the country. Wheat and paddy crops are good where irrigation facilities are available.

As I belong to farmer's I have a good knowledge of all these things. In villages, everyone knows as to whose family works on whose farms. Similarly it is almost certain as to which families grow wheat and which families grow paddy. So if we calculate the monthly income of a labourer's family that they receive from the farmer, with whose land they are attached to, we can have an idea of income of a labourer family in a particular village. Unless we have prior information of all those points, we cannot know the condition of farmers and labourers in the villages. So this method is required to be adopted. Of course, it is a time consuming process but it will provide a clear picture as to the kinds of a labourer employed by a particular farmer and monthly income thereof. This is the information which we can get. So in this manner we can calculate the income of unorganised labourers. I support the idea of formation of a welfare fund, but on the basis of my experience I tell you that whenever such welfare funds have been created, a lot of irregularities have been committed. I have seen the condition of beedi workers and contract labourers. Our idea to create welfare fund is to help these unorganised labourers. We shall be able to assess the quantum of amount to be given to the families of unorganised labourers only after knowing their monthly income. At present we know this much that the population of rural labour is either 30 crores or 28 crores or 32 crores. We never tried for individualisation and if we want to make an organisation, it requires the real number of labourer families in a particular village. It will not be clear from census. The census only indicates the number as it is given in the booklet of labour

that rural labour increased to 32 crores according to the 1980-81 census and the number of farmers reduced to 40 crores from 58 crore. There is no need of number but there is dire need of individualisation than number and it can be possible only when in every block the registration of farmer family is done and this registration should be considered as the most important thing. Our hon. Minister is a very senior labour leader and has been Chief Minister of Bihar, is fully aware of all these things and he is very expert in this field. Today we say that we are Indians but we have no proof of our being Indian. This point has also been discussed that foreigners from Bangladesh etc. come to dwell in Purnia and the Indians also tell them as their relatives. Thus according to this system, there are ten members in a family but the name of 50 members have been included in the Voters' list. If the registration of such foreigners is also recorded, we can tell the real figure of population in India. At present we can say that the population in India is either 72 crores, 80 crores or 90 crores. We can easily tell 5 crore more or 5 crore less. Today the defect lies in planning due to the wrong census. According to the census of 1980-81 the population of India is 72 crore and planning is also made on that basis while the rural population is 78 crore. Thus the planning process which is made once a year is not made on the basis of real number of population. In this manner, we may improve our economy but it will be of no use if we do not know the actual number of rapidly increasing population and the figure of census is of little importance.

[English]

MR. CHAIRMAN: You may continue your speech latter. The House stands adjourned to reassemble on Monday, the 13th March, 1989 at 11 AM.

18.00 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Monday, March 13, 1989 / Phalguna 22, 1910 (Saka).

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